The Mining Journal
AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 559.---Vol. XVI.] LONDON: SATURDAY, MAY 9, 1846. [Price 6d.

PARK IRON-WORKS, SHEFFIELD.—Mr. G. O. BROWN has the honour to announce, that he has received instructions from the proprietors of the above celebrated works TO OFFER FOR SALE, on the 11th of May next, and following days, all the valuable MACHINERY, STEAM-ENGINES, PLANING MACHINES, LATHES, CRANES, WEIGHING MACHINES, TOOLS, ANVILS, VICES, BELLOWS, and other MISCELLANEOUS STOCK, consisting of—

SMITHS' TOOLS, of every description, in iron and steel.
FITTERS' and ERECTORS' TOOLS, in great variety.
BORING and TURNING TOOLS, of superior quality.
PATENT SCREW TAPS, DIES, WRENCHES, &c. (Whitworth's).
MOULDERS' TOOLS, for every purpose.
FETLERS', or DRESSERS', TOOLS, for all kinds of work.
CAST-IRON FLOOR PLATES, of various sizes, in suitable lots.
ASHLER STONE, in blocks of large dimensions.
CARTS, DRUDGES, HARNESS, and STABLE FITTINGS.
PATTERNS in wood, iron, and other metals, in almost endless variety, for every description of FOUNDRY, ENGINEERING, RAILWAY, and ARCHITECTURAL WORK; also for GAS and WATER-WORKS, consisting of iron and wood models for casting pipes vertically, of every size, including bends, branches, quadrants, plug, taper, and outlet, with box-parts, core-bars, loam plates, and all things appertaining thereto; as well for retorts, hydraulic mains, condensers, purifiers, syphons, &c.
WHEELS for RAILWAY WAGGONS, chairs, water cranes, tanks, turn-tables, roofs, columns, bridges, palisading, water and eave spouting, fountain heads, shoes, &c.
SPUR, BEVIL, METRE, FLY, and other WHEEL PATTERNS.
PATTERNS for MILL MACHINERY, lathes, steam-engines, sluice and safety valves, iron chills, bored for casting hard rollers for iron, &c.
CORE RANGES, STOVE CARRIAGES, and OTHER FOUNDRY WORK.

THE PLANT, OR FIXED STOCK,
Comprises a strong and well made
DOUBLE-POWER BOULTON AND WATT STEAM-ENGINE,
With fly-wheel, blowing cylinder, and cast-iron regulator.

The steam cylinder, 28½-inch diameter 6-feet stroke, blowing cylinder, 56-inch diameter, with three wrought-iron boilers, waggon shape, with a cylindrical tube in each, fire doors, and frames, bearers, grate bars, dampers, and frames, steam and feed pipes; blast pipes, 18-inch diameter, leading from the regulator to two furnaces; feeding apparatus to two furnaces, consisting of shafts, coupling boxes, carriages, and bevil wheels from the engine to the machinery and the shafts, carriages, wheels, pinions, inclines, chains, and buckets; cast-iron plates, bearers, and wrought-iron work to five cupolas, and two air or reverberatory furnaces; stove fittings and pipes; a very excellent 10-horse boulton and watt engine, with diagonal frame, waggon boiler, and boiler fittings; a powerful blowing apparatus for working cupolas and smiths' fires; a strong and compact iron breast waterwheel, with shaft, carriages, and sluice, or pentrough, 14-feet diameter, 4-feet wide, connecting machinery, to the blowing machines, and also to a charcoal coal dust and loam mill pipes, valves, water boshes, tuyeres, and runner moulds, for a refinery wharf foundry, and other cranes, double and single power, from 1 to 10 tons, twenty in all; several small WEIGHING MACHINES, for tram roads, and warehouse purposes; also one 15-ton, one 5-ton, and one 2-ton road machine, of superior and correct workmanship; two excellent pipe-proving machines, with feed-head, force pumps, and levers.
A magnificent PLANING MACHINE, 18 feet by 3 feet 6 inches clear.
A valuable SLIDE LATHE, 14 feet bed, clear, with change wheels.
A strong SLIDE LATHE, for roll turning.
A superior LATHE, capable of boring cylinders, 8 feet diameter, 25 ft. 9 in. bed.
A fine BORING and TURNING LATHE, with planed bed, 34 ft. 9 in. long, arranged to work with either bands or gear.
A 10-inch double-geared HAND LATHE.
A double-geared LATHE, 14½-inch centres, slide and hand rests, &c.
A 7-inch HAND TURNING LATHE.
A 7-inch SLIDE LATHE, with face and chuck plates.
A 7-inch WOOD TURNING LATHE.
A VERTICAL DRILLING MACHINE.
A NUTTING MACHINE.
A small PIPE BORING and TURNING MACHINE.
Vertical and horizontal SHAFTS, carriages, hanging brackets, drum pullies, bevil and mitre wheels, leather bands, &c.
GAS FITTINGS throughout the works.
OFFICE FIXTURES, DESKS, IRON SAFES.
A superior mahogany-top DRAWING TABLE.
A superior slate TABLE, BOARDS, &c.

Printed catalogues, descriptive of the lots, with order of sale, will be ready one week previous, and may be had, at one shilling each, at the *Mercury* office, Sheffield; the auctioneer, Rotherham; the *Guardian* office, Manchester; the *Mercury* office Leeds; the *Midland Counties Herald* office, Birmingham; the *Liverpool Mercury* office; the Guildhall Coffee-house, City, London; *Eastern Counties Herald* office, Hull. 1

EXTENSIVE SALE (for behoof of a sequestrated estate) of STEAM-ENGINES, MACHINERY, AND ENGINEERS' AND MACHINE-MAKERS' TOOLS, at the TAY FOUNDRY, DUNDEE.—There will BE SOLD, BY PUBLIC AUCTION, within the Tay Foundry, Trades'-lane, Dundee, on Wednesday, the 27th, and Thursday, the 28th, May next—the sale to commence at Eleven o'clock forenoon each day—the whole ENGINES, MACHINERY, and TOOLS, belonging to the sequestrated estate of Peter Borrie and Co., engineers, machine-makers, and founders,

CONSISTING OF

ONE condensing STEAM-ENGINE, of about 16-horse power, with two boilers.
ONE condensing STEAM-ENGINE, of 30-horse power, without boilers.
ONE high pressure STEAM-ENGINE, on portable frame, gearing, shafting, and belting.
Two new boilers, engineers' and machine-makers' tools, of all kinds; heavy boring and turning lathes, large and small vertical boring machines, slotting machines, planing machines, self-acting and common turning lathes, slide rests, wheel-cutting engine, vices, anvils, large cranes, boiler-makers' tools, punching, rolling, and cutting machines.

Also, THE WHOLE STOCK OF VALUABLE PATTERNS IN THE WORKS.

The business carried on at the Tay Foundry by Messrs. Peter Borrie and Co., as engineers and machine-makers, was of a very extensive description; and the machinery and tools are for the most part new, and of the best and most powerful construction. The stock of patterns is very large, and includes a quantity of geering patterns, drums, pullies, and wheels. All these articles are well worthy of the attention of machine-makers and others.—The whole will be exposed in suitable lots.

The articles can be seen on the premises any time previous to the sale. 2

Printed catalogues will be ready for distribution by the 1st of May, and may be obtained from Archibald Borthwick, Esq., accountant, Edinburgh, trustee on the estate; William Neish, Esq., writer, Dundee; Messrs. William Taylor and Co., machine-makers, Dundee; and of John M. Beatts, auctioneer,
39, Reform-street, Dundee, April 23, 1846.

MINERALS IN AYRSHIRE.—TO BE LET, ON LEASE, for such number of years as may be agreed on, the MINERALS in the Marquis of Ailsa's lands of MARTNAHAM, BOGSIDE, and OTHERS, in the parishes of Dalrymple and Coylton, extending to upwards of 3500 Scotch acres. The lands are known to contain COAL and CLAY-BAND IRONSTONE to a considerable extent, and of superior quality; and, from a recent search, it is all but certain that BLACK-BAND IRONSTONE is also abundant. There is a limework in the immediate neighbourhood.

The lands are situated within five miles of the county and sea-port town of Ayr, to which there will be railway communication—by at least one line—in about 18 months. Altogether, it is seldom that a more eligible place for establishing iron-works, on an extensive scale, is in the market. If desired, the COAL, in a limited portion of the lands, will BE LET BY ITSELF.

For further information, application may be made to Mr. Ferguson, mining engineer, Machan House, Larkhall, near Glasgow; or Thomas Dykes, Maybole Castle, Ayrshire, both of whom are in possession of journals of the coal bores, and of a report of a mineral survey, recently made, in reference to ironstone.—Maybole, April 22, 1846. 3

SOUTH STAFFORDSHIRE.

FORGE AND MILL TO BE LET.—TO BE LET, for a term of years, all that well-known FORGE and MILL, situated at the LEVEL IRON-WORKS, near Brierley-hill, Staffordshire, consisting of a complete FORGE, with ENGINE of 26-horse power, two powerful helves, 16 puddling furnaces, and every other requisite; a large and complete MILL, with ENGINE upwards of 50-horse power, with squeezers for puddled balls, a train of two pair of puddled ball rolls, two trains of small rolls, trains of merchant bar rolls, hoop rolls, rail rolls, excellent cutter train for rods, numerous shears, drilling machine, five heating furnaces, and excellent lathe, and conveniences of every description. Two upright boilers are worked by the heating furnaces for the mill engine. The rolls, floor plates, furnaces, working tools, and other property belonging to the present tenant, may be taken at a valuation when possession is given.

As the present tenant, in consequence of a recent death, would have no objection to retire, any person wishing immediate possession of the works, may have the same in its present working state, together with the orders and connections of long standing, which are sufficient to find a regular demand for the produce of the works.

The works may be viewed, and all further particulars known, by application to Mr. R. Smith, the Priory, Dudley; or to Mr. James Holcroft, at the Level Mill. 4

VALUABLE PATENT FOR SALE—RODDA'S SMOKE-CONSUMING APPARATUS, whereby an important SAVING OF FUEL IS EFFECTED.—This PATENT, which is well known, and its power and efficiency in the consumption of smoke admitted, as well as the great economy in the quantity of fuel employed, is now OFFERED FOR SALE by the proprietor, who, from the success which has attended its application in London, Leeds, Bradford, Sheffield, Derby, Leicester, Nottingham, and many other places, has perfect confidence in stating, that it would become highly valuable if in the hands of parties who would direct their attention to its more general application, and protect it from infringement. It has been used for several years in the breweries of Messrs. Barclay, Perkins, and Co., and of Messrs. Truman and Hanbury; also, at Messrs. Robinson and Belville's Grate Manufactory, Holborn, as well as other places in the metropolis, where it may be seen in operation.

For particulars apply at the offices of H. English, Esq., 5, Shorter's-court, Throgmorton-street, where plans, models, and testimonials may be seen, and any necessary information given.—St. Austell, Cornwall, April 15, 1846. 5

TO ENGINEERS, RAILWAY CONTRACTORS, &c.—WANTED, a SITUATION, as SUPERINTENDENT, or INSPECTOR, of MINING OPERATIONS. The advertiser is acquainted with land and mineral surveying, the use of the level, &c., and has for several years been connected with mining operations.—Address "A. B.," to the care of the Editor of the *Mining Journal*, 26, Fleet-st., London. 6

WANTED AN ENGAGEMENT, by a person competent to take the MANAGEMENT of a BLAST-FURNACE, who has had 20 years' experience, and a five years' character.—Direct, No. 9, Merrion-street, Yorkshire, Leeds. 7

TO BE SOLD, BY PRIVATE CONTRACT, all that powerful FORGE and MILL, situate at LEA BROOK, in the parish of Tipton, now being worked by the Galvanised Iron Company, and where they are carrying on their valuable patent. The purchase-money will be received by easy instalments; and for further particulars apply to Mr. George Payton, Great Bridge, Tipton. 8

TO IRONMASTERS, FOUNDERS, AND OTHERS.—CHARCOAL PIG-IRON.—TO BE SOLD, a QUANTITY of the celebrated INDIAN CHARCOAL PIG-IRON, now lying at St. Katherine's Docks, suitable for the manufacture of steel, tin plates, malleable castings, bars, cannon, and castings required to be tough and highly polished, and for all ordinary purposes of iron, whether cast or wrought.
Apply to Mr. H. Herbert Downman, 2, Bucklersbury, Cheapside. 9

FOR SALE, BY PRIVATE CONTRACT, at TRESAVEAN MINE, in the parish of Gwennap, Cornwall, an 18-inch cylinder STEAM WHIM-ENGINE, with brass air-pump and foot valve, cage fly-wheel, &c., in good condition; also a 60-inch cylinder, top, bottom, PISTON and ROD.
For viewing the same, apply to the agents on the mine, and for price and particulars to Capt. Richards, Redruth.—Redruth, April 16, 1846. 10

COAL AND IRONSTONE TO LET—the COAL and IRONSTONE in the ESTATE of STRATHBROCK and KIRKHILL, lying in the vicinity of Broxburn and Uphall. These coals are understood to be in two seams, as follows:—

1st Seam	UPPER COAL—thickness	22	inches.
	IRONSTONE "	18	"
	LOWER COAL " from 20 to	24	"
2d Seam	BLIND COAL, of good quality—thickness	48	"

The coals are known to have been worked a good many years ago, and, from the records which have been preserved thereof, it appears that a large field still remains unworked of both seams—to draw which, steam machinery will probably be required.
The Union Canal passes through the centre of the estate, and the principal body of the coal is situated close to it. The Edinburgh and Glasgow Railway is but a short distance off, and the line of the proposed Edinburgh and Bathgate Railway goes directly through the mineral field. The town of Linlithgow, with which the canal communicates, is within six miles of the coal-field; and at a short distance from it are the villages of Broxburn, Uphall, Ecclesmachen, Kirkliston, Ratho, Mid-Calder, and East-Calder, which would naturally fall to receive from it their supplies.—The ironstone consists of black-band and clay-band, both of which have been found of average quality.
Offers for a lease, stating a fixed yearly rent, or a lordship on the yearly sales—optional to the proprietor—to be lodged with Mr. Forbes, 2, Melville-street, Edinburgh; or Messrs. Bald and Geddes, mining engineers, 49, Albany-street.
Edinburgh, April 24, 1846. 11

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.
PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.
The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, and CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, *en route* to Bombay, on the 1st of every month.
A steamer from Southampton leaves the 1st and 20th of every month for Malta, where are steamers to Naples, Genoa, Civeta Vecchia, three times a month. 12
STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.
Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

Just published, Part I.,
COMBUSTION of COAL, CHEMICALLY & PRACTICALLY CONSIDERED. With coloured plates. 13
By CHARLES WYE WILLIAMS, Esq.
London: Simpkin, Marshall, & Co., and J. Weale—*Birmingham:* Wrightson & Webb.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.
CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)
OFFICES—2, MOORGATE-STREET, LONDON.
The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846. 14

PATENT FUEL COMPANY (WARLICH'S PATENT).
REDUCTION IN PRICE.
Private families and manufacturers will find this FUEL to be 25 per cent. more durable than the best coal—to be much cleaner than the best coal, and to emit less smoke than coal, and it makes a bright, pleasant, and cheerful fire.—Orders may be sent to the secretary; or to the company's works, Stowage, Deptford; or to the depôt, at Messrs. Coles, Child, and Co.'s wharf, Belvedere-road, Lambeth. Price at Deptford Works, 20s. per ton, of 240 blocks; ditto Lambeth depôt, 22s. Cartage from either place according to distance. This fuel may also be had of Messrs. W. and J. Horne, Falcon Wharf, Bankside; and at the depôt at Druce's landing wharf, Paradise-row, Chelsea.
WILLIAM NICHOLAS DE MATTOS, Secretary.
Patent Fuel Company, 15, St. Mary Axe. 15

TO THE DIRECTORS OF RAILWAY COMPANIES,
RAILWAY CONTRACTORS, &c.
W. & C. YOUNG, MANUFACTURERS OF IRON WORK, &c.,
128, *HIGH-STREET, EDINBURGH, AND* 32, *ST. ENOCH-SQUARE, GLASGOW,*
beg to inform the DIRECTORS OF RAILWAY COMPANIES, and RAILWAY CONTRACTORS, that, having just completed extensive additions to their works, they are now enabled to undertake NEW CONTRACTS for every description of IRON WORK required for RAILWAY PURPOSES.—Strong wrought-iron Tension Bridges, for crossings, constructed upon a very economical and efficient principle; improved wrought-iron Gates, for fields, crossings, &c.; handsome wrought and cast-iron entrance Gates and Railing, for stations, &c.; waggon mounting, earth mattocks, and stone picks, made of the best material.—W. & C. Y. deliver the above free, at any of the principal ports of England, Scotland, or Ireland. 16

POLKINGHORNE'S PATENT METHOD OF TREATING TIN ORES.
Messrs. POLKINGHORNE & CO. beg to acquaint ADVENTURERS, and OTHERS interested, in TIN MINES, that they have just obtained HER MAJESTY'S LETTERS PATENT for the SOLE USE of a COMPOUND SOLUTION, effectually to CLEANSE TIN ORE from all extraneous metals—thereby increasing its value from £2 to £4 per ton.
Messrs. P. and Co. will be ready shortly to supply the article from their manufactory,
COPPERHOUSE, HAYLE, CORNWALL,
in casks of 10 gallons each, which quantity is sufficient for a ton of ore.—Price 10s. per cask, and license 5s. per ton of ore.—N.B. Every information can be obtained by applying at the patentee's offices, 12, Clement's-lane, London.—April 4, 1846. 17

NOTICE TO THE PROPRIETORS AND SHAREHOLDERS OF MINES, SMELTING-WORKS, &c.
Messrs. MITCHELL and FIELD beg to inform the PUBLIC, that they have REMOVED from No. 5 A to No. 23, HAWLEY-ROAD, KENTISH TOWN, where they have erected a spacious LABORATORY, fitted expressly for the performance of all OPERATIONS CONNECTED WITH MINING.—Practical instruction to gentlemen in Assaying, Mineral Analysis, and Manufacturing Chemistry in general.
Assays and Analyses conducted as usual. 18
All communications to be addressed to Messrs. Mitchell and Field, assayers, No. 23, Hawley-road, Kentish Town.

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall. 19

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.
References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London. 20

MR. H. B. RYE (from Cornwall), MINE AND RAILWAY SHARE AGENT, 89, OLD BROAD STREET, LONDON.
Mines inspected, and every information may be obtained on application. 21

THOS. P. THOMAS, of the late firm of Rye and Thomas, MINE AGENT, AND DEALER IN RAILWAY AND OTHER SHARES, 89, *OLD BROAD-STREET, LONDON.* 22

JAMES LANE, SHARE AGENT,
HALL OF COMMERCE, LONDON. 23

WILLIAM TRENERY, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS.
OFFICES, No. 50, *THREADNEEDLE-STREET, LONDON.* 24

PAUL RABEY, Jun., and CO., MINE AND RAILWAY SHARE AGENTS.
OFFICE—No. 12, *COPTHALL-COURT, LONDON.* 25

WILLIAM FOX and SON, No. 53, CASTLE-STREET, LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c. 26

MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders received until Four o'clock of the day prior to sale.—London, April 24, 1846. 27

LAMERHOOE WHEAL MARIA COPPER MINE:
WHEAL CONCORD LEAD AND COPPER MINE:
WHEAL WALTER COPPER AND LEAD MINE:
ROSCARROCK SILVER-LEAD MINE:
WHEAL MARY (in Calstock) COPPER MINE:
WHEAL KELLY CONSOLS COPPER AND LEAD MINES: 28

INFORMATION respecting the ABOVE MINES may be obtained, and the latest specimens inspected, on application to the secretary, who has ORIGINAL SHARES to DISPOSE OF in other new and valuable COPPER MINES, now bringing out.
JAMES CROFTS, Secretary.
4, King-street, Cheapside, London, May 2, 1846.

VIRTUOUS LADY COPPER MINE:
WHEAL BEDFORD COPPER MINE:
TAVY CONSOLS COPPER MINE:
GREAT WHEAL WILLIAMS COPPER, LEAD, & TIN MINES: 29

THE BUSINESS of the ABOVE MINES is CONDUCTED at No. 5, BUCKINGHAM-PLACE, STONEHOUSE, DEVONSHIRE, where all particulars may be obtained.
WALTER LOMER, Purser.

MINING OFFICES, REMOVED FROM 16, CORNHILL, to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDINNICK (of Cornwall), having established PRACTICAL AGENTS and CORRESPONDENTS in every MINING DISTRICT, whereby he obtains early and accurate information respecting MINES, proffers his services to capitalists and adventurers in the PURCHASE and DISPOSAL of SHARES. 30

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST in CORNISH and FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 20 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence.
Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London. 31

STEAM-ENGINES.—From 8 to 20-horse power ENGINES ALWAYS IN STOCK.
Apply to Mr. CAPPER, ENGINE-MAKER and FOUNDER, BIRMINGHAM. 32
Price.....£14 *per horse-power.*

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY, AND STEAM-BOAT COMPANIES.
Messrs. W. and C. MATHER beg to call the attention of the above parties to their IMPROVEMENTS IN ELASTIC METALLIC PISTONS,
for which a PATENT has been GRANTED, although opposed unsuccessfully by Mr. Goodfellow (the patentee of a metallic piston, taken out in the year 1838)—thus setting at rest the necessity for a new trial in the cause of Goodfellow *v.* Barker.
The Solicitor-General conceived it to be a new and important invention, worthy of Letters Patent. The improvement being in combination with Barker's patent, feel confident that it is the best metallic packing yet known, and is peculiarly adapted, as an internal contracting packing, for piston-rods and ram-pumps of large diameter.
Messrs. W. & C. M. are now READY to RECEIVE ORDERS, and GRANT LICENSES to respectable houses for making the above. 33
W. Barker, engineer, Newton Moor; J. Mather, engineer, Beaufort-street, Chelsea, London, are also authorised to make them upon the same principle.
Manchester, May 5, 1846. W. & C. MATHER, Salford Iron-Works.
N.B.—W. and C. M. beg to call attention to the pamphlet containing the admirable letter of J. Spiller, Esq., M.I.C.E., to Sir Frederick Pollock, who presided at the late trial, which clearly shows the great *superiority* of Barker's piston, and its entire *dissimilarity* to that of Goodfellow's—containing also the evidence of one of the principal witnesses for the plaintiff, with the specification of both patents, and a full and lucid description, with a plate of the new patent.—Models may be seen, and pamphlets had (gratis), at the Salford Iron-works; W. Barker's, engineer, Newton Moor, near Hyde; and at J. Mather's, engineer, Beaufort-street, Chelsea, London.

BLAENAVON IRON AND COAL COMPANY.—TO BE SOLD, THIRTY SHARES in this old-established and well-known incorporated company, to pay the purchaser nearly 6 per cent., and on which a half-yearly dividend will be paid in July next, at Messrs. Masterman and Co.'s, bankers. The net profits of this company, last year, exceeded £30,000.
Apply to H. J. Williams, Esq., 80, Old Broad-street, London. 34

ST. JOHN DEL REY MINING COMPANY.—The SIXTEENTH ANNUAL GENERAL MEETING of the proprietors of the St. John del Rey Mining Company will be HELD at the company's office, No. 8, Tokenhouse-yard, Lothbury, on Friday, the 29th inst., at Two o'clock precisely. At this meeting two directors—viz., John Routh, Esq., and Stuart Donaldson, Esq.—will go out by rotation, but are eligible to be re-elected.
GEO. D. KEOGH, Secretary.
8, Tokenhouse-yard, Lothbury, May 7, 1846. 35

CLARENCE RAILWAY.—The HALF-YEAR'S DIVIDEND, due on the 1st inst., on the Government Loan Shares, at 4 per cent.; the HALF-YEAR'S DIVIDEND, due on the 1st inst., on the first-class preferential shares, at 6 per cent.; and the DIVIDEND for the year 1845, of £1 10s. per share, on the original shares, IS NOW in course of PAYMENT at the company's office, 80, Old Broad-street, London.
By order of the committee of management,
May 6, 1846. CHARLES BENSON, Secretary. 36

LONDON AND COUNTY RALWAY AND GENERAL INVESTMENT COMPANY.—At the First Ordinary General Meeting of the proprietors of this company, held pursuant to advertisement, at their offices, 44, Cannon-street, King William-street, on Tuesday, the 5th May, 1846,
THOMAS BRUSHFIELD, Esq. (chairman of the board of directors), 37
It was resolved— IN THE CHAIR,
1. That the register of proprietors, now produced, be authenticated by the common seal of the company.
2. That the report of the directors, read to this meeting, be received and adopted.
3. That a dividend of 5 per cent. per annum be declared payable on the shares of the company.
4. That this meeting do approve and confirm the appointment of the following proprietors to be directors of the company—viz., William Parkin Moxon, Esq., Thomas Brushfield, Esq., and Joseph Hale Hurrell, Esq., who have been nominated by the board of directors, in conformity with the provisions of the Deed of Settlement, and to supply the vacancies occasioned by the retirement, &c., of Sir John Hare, Knt., Thomas Reginald Kemp, Esq., and James Patison, Esq.
(Signed) THOMAS BRUSHFIELD, Chairman.
Resolved unanimously,—That the best thanks of the meeting be, and is hereby given, to Thomas Brushfield, Esq., for his able conduct in the chair.
J. B. BALCOMBE, Secretary.

NORTHERN & SOUTHERN CONNECTING RAILWAY.—At a public Meeting of scripholders of the above company, held at the Railway Scripholders' Protection Office, 11, Bucklersbury, on Tuesday, the 5th of May, it was unanimously resolved,—That measures be taken forthwith for the dissolution of the company—for an examination into the proceedings of the directors, and an investigation of their accounts. To give effect to these resolutions, a committee was formed of the following gentlemen:—John Castendisch, Esq., W. H. Swinton, Esq., Thomas Harvey, Esq., John Perring, Esq., John Barnes, Esq., H. Davis, Esq., Jenkin Jones, Esq., W. Tozer, Esq., W. Croft, Esq., and Robert Green, Esq.; and a petition to Parliament, to stay the progress of the bill, was numerously signed at the meeting.
The holders of scrip of the above railway are earnestly requested to apply at the office, No. 11, Bucklersbury, to co-operate with the scripholders' committee, and sign the petition, in order to put an immediate stop to useless expenditure.
By order of the committee, C. D. CLARK, 11, Bucklersbury. 38

Transactions of Scientific Bodies.

MEETINGS DURING THE ENSUING WEEK.

Society.	Address.	Day.	Hour.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Geographical	3, Waterloo-place	Monday	8 P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
Medical	Bolt-court, Fleet-street	Monday	8 P.M.
Medical and Chirurgical	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Zoological	11, Hanover-square	Tuesday	8½ P.M.
Syro-Egyptian	71, Mortimer-st. Cav.-sq.	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Graphic	Thatched-house Tavern	Wednesday	8 P.M.
Microscopical	21, Regent-street	Wednesday	8 P.M.
Pharmaceutical	17, Bloomsbury-square	Wednesday	9 P.M.
Royal	Somerset-house	Thursday	8½ P.M.
Antiquaries	Somerset-house	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Asiatic	14, Grafton-street	Saturday	2 P.M.

GEOLOGICAL SOCIETY.

APRIL 22.—The President (Mr. HORNER) in the chair.

The following communications were read:—"On the subdivision of the Genus Terebratula," by J Morris, Esq. After describing the subdivisions of this genus established by Lamarck, De Blainville, Von Buch, and Professor Phillips, and alluding to the researches of Dr. Carpenter on the structure of shells, the author, agreeing with the latter as to the importance of the punctation of the surface in the shells in question, states, that on separating the two general forms which exist among the Terebratulæ, that of plicated and smooth species, it will be found that the majority of the smooth species have a truncated beak and a punctated shell, and, on the other hand, a large number of the plicated species have an acute beak and a non-punctated structure. "Following out this simple observation, in connection with the other characters before mentioned, we arrive at constant and definite characters for two subdivisions of this genus, entirely dependent on the following general proposition, viz.: that certain positions of the foramen, with regard to the beak, its form and character, and its relation to deltidial area, always accompany the presence or absence of a punctated structure." To these two divisions the author applies the *Epithyridæ* and *Hypothyridæ*, as suggested by Professor Phillips; and states that, in the Epithyridæ the beak is always more or less obliquely truncate, and the foramen is in the substance of the dorsal valve, while the shells, whether plicated or smooth, have a punctated structure, and are generally longer than wide. This group includes most of the recent species and those of newer geological periods. The Hypothyridæ, on the other hand, have their beaks acute and never truncated; the foramen is below the beak and within the deltidial area; the shells are non-punctated, mostly deeply plicated, generally wider than they are long, and are most of them species met with in the older rocks. The author concluded with some observations on the peculiar characters of certain groups of species.

A notice was next read, "On a Group of Erect Fossil Trees in the Sidney Coal-field of Cape Breton, N.S.," by R. Brown, Esq. The author in this notice described a remarkable instance of the occurrence of a number of the upright stems of trees, with their roots and rootlets attached, found at different levels in the coal strata of Nova Scotia. These trees are of the same species, and some of them are of considerable size: the roots are described by the author as true Stigmariæ.—An account of the Dukinfield Sigillaria, communicated by Mr. Binney, was then read. It appeared that the specimen in question was found in the floor of one of the coal seams, the dip of which was about 16 inches. The roots, which resembled Stigmariæ, were apparently connected with a stem believed by the author to be a true Sigillaria. The fossils are now in the Museum of the Manchester Geological Society. The author concludes that the Sigillaria was an aquatic plant, and that its roots were the so-called Stigmaria.

INSTITUTION OF CIVIL ENGINEERS.

MAY 5.—The President (Sir JOHN RENNIE), in the chair.

The paper read was "A descriptive account of the recent works designed by W. Cubitt, Esq., vice-president, for the improvement of the River Severn," by E. Leader Williams, resident engineer. The paper commenced by giving an account of the previous condition of the River Severn, between Stourport and Gloucester, which it described as being a succession of deep and nearly quiescent pools, separated by a series of rocks and shoals, forming comparative rapids. In these new works, the remedy adopted was the removal of these 14 natural dams, and the substitution of four artificial weirs, placed diagonally across the channel of the river; in connection with these weirs were a series of locks, placed in artificial lateral channels, by means of which the navigation was maintained. These weirs and locks were described as situated at Lincomb, Holt, Bevere, and Diglis—Lincomb being one mile below Stourport—Diglis one mile below Worcester, and Holt and Bevere at intermediate distances.

The general dimensions of all the locks resembled that at Lincomb, which was 100 ft. long by 20 ft. wide, and 17 ft. 9 in. deep, with a lift of 8 ft., and a depth of 6 ft. 6 in. over the cills. It is built of stone and brickwork, upon a foundation of red sandstone rock. The water was admitted to, and discharged from, the lock chamber in a peculiar manner—a lateral arched culvert was built parallel to the side walls of the lock. It communicated with the bottom of the chamber by seven lateral arched openings at right angles to the culvert, and by it 16,000 cubic feet of water flowed in or out of the lock in one minute and a half, and loaded vessels have frequently been passed through in three minutes. The construction of all the locks was described as similar to that at Lincomb. The lock gates were described as being 33 ft. 6 in. in height, by 17 ft. 6 in. wide; the overhanging portions of the balance-beams are of cast-iron, and, although the total weight of each gate was 16 tons, it was worked by one man. Diagonal iron tie-rods were inserted in the framing of the gates, from the top of the heel-post to the mitre-post, at an angle of 45 deg.; and, by this arrangement, the gates were rendered perfectly firm.

The weirs, which are chiefly built across the bed of the river, but, in one instance, in an artificial channel, were fully described; they are constructed of large rubble stone, abutting against a foundation of piling, and vary in length between 300 and 400 feet. The facility with which the freshes are discharged by these weirs, was accounted for by their length, their obliquity, and the uninterrupted action of the under current. The advantage of their length was self-evident; and, to obtain that, it was necessary to carry the line of the upper cill obliquely across the stream, by which an equal discharge was insured throughout the whole length of the weir.

The free action of the under current was also maintained to be an important cause of an efficient discharge of the land waters. It was found that the under current was improved by the obliquity of the weirs, and less impediment was offered to the water than by weirs placed at right angles to the stream. In fact, if the area of the section, represented by multiplying the length of the oblique weir into the depth of the sheet of water flowing over it, was equal to the area of the direct transverse section of the water of the river above it, the weir offered no impediment to the water, and the stream flowed onwards with a regular velocity. As a proof of this under current, it was stated that an old barge which had been laid up as useless, got adrift, and sunk in 10 feet water, 20 yards above one of the weirs. It continued undisturbed during the short water season; but the first heavy fresh raised it from the bottom, and laid it on the upper cill of the weir, there not being sufficient water to carry it over. Another instance of the free action of the under current was, that the channel not only maintained its original depth, but was scoured out, in some instances, to a depth of two feet. A series of experiments made in connection with these works, proved that the under current flowed in lines parallel to the surface of the river, till it reached the foot of the weir. As an illustration of this fact, a float, which was loaded in such a manner as to swim at different depths, approached the weir in a line parallel to the surface, until it came nearly close to the upper cill of the weir, where it rose and formed a parabolic curve in its passage over it. The fall at low water between Worcester and Gloucester, was stated to be at the rate of 21 inches per mile; while between Worcester and Gloucester, it was only at the rate of 4¼ inches per mile. On account of this variation, a different mode of improvement was there adopted: viz., removing the shoals by dredging, and constructing a series of embankments, for the purpose of equalising the width and depth of the river. The whole series of locks and weirs between Stourport and Gloucester was completed by Messrs. Grissel and Peto, the contractors, in the short space of 15 months. The works have been satisfactorily tested by the floods of two winters, and the efficiency of the weirs in discharging the flood water has been fully demonstrated.

At the monthly ballot for members, the following candidates were elected: Messrs. A. Causton, W. W. Collins, S. Frost, C. Harratt, T. M. Gladstone, and J. Tally. The following paper was announced to be read at the meeting of 12th May: On the combustion of fuel under steam-boilers, with a description of Bodmer's fire grate. By J. G. Bodmer, M. Inst. C. E.

SOCIETY OF ARTS.

MAY 6.—THOMAS WEBSTER, Esq., M.A., Vice-President, in the chair.

The first communication read was by W. Everett, Esq., on an improved poppet-head for turners. The first attempt at improving the poppet-head, observed Mr. Everett, was to take off the point and insert a screw, carrying a spindle and wheel, fitted up as a drill, to be driven by the overhead motion; and this I found answer very well, when the hole to be drilled could be brought in a line with the drill. Having done this, I still anticipated that I could make this part of the lathe more useful—in fact, a substitute, in a great measure, for the slide rest. The following motions have, therefore, been given to the point:—First, an upward and downward motion, so that it can be applied to all lathes; secondly, a circular motion, which enables it to be applied at any required angle; and, thirdly, a motion directly across the mandril; and there is no motion but what is strictly mechanical, as each has a scale to guide the workman in its use. Several gentlemen present examined the instrument, and its arrangements, and considered it likely to prove a valuable addition to the ordinary lathe.

The second communication was by Mr. A. J. Green, on the ventilation of buildings. The paper commenced, with an account of the various plans which the author had adopted for the purpose of ventilating the sick ward and other rooms of the Sudbury Union Workhouse; and it then proceeded to point out the way in which he would propose that all large buildings about to be erected should be built. Where a double chimney is to be erected, I would propose (says Mr. Green) that two air flues should be carried up in the stack as near the centre as they can be got. If the chimneys are not it the centre of the side, or end of the room, the flues should be carried, so as to bring them as nearly into that position as possible. The flues need not be more than 14 in. by 6 or 7 in., or 9 in. by 9 in., and should be commenced from the first floor, and continued through every successive story to the top of the chimney, in the same way as the flues for the smoke. One flue of the above size would be sufficient to ventilate four or five storeys, if each room required it. Valves would require to be fixed in the wall or ceiling, in connection with the flue. This system of ventilation, he considers, would be very applicable to smoking-rooms, tap-rooms, eating-houses, or any buildings where a large number assemble.

The third communication was by Mr. Warriner, on the concentrated gravy of meat. This article is manufactured at Sydney, New South Wales, from the carcases of oxen and sheep, which are bred there, for the sake of their tallow, wool, hides, and bones. The value of oxen in Australia is from 15s. to 20s., and of sheep 1s. 6d. to 2s. 6d. each. During the last year, the leg bones of upwards of 109,000 oxen were sent over to this country, the greater part of the flesh of the animals having been thrown away. The object of the present manufacture is to render down the lean of the carcase into a solid portable soup, by stewing it down in its own gravy, without water, in double pans; by reducing it in this way, the water in the lower pan prevents the fire passing through, and giving to the soup the burnt flavour which it has always hitherto had. When manufactured, it is sold in cakes of various sizes, at the rate of 2s. per pound; 1 lb. of the soup is said to be equal to 24 lbs. of the best gravy beef.

IRON SUB-MARINE BOAT.—A sub-marine boat, of new invention, has just been moored in front of the Quai d'Orsay, Paris. It is made of sheet iron, in the form of nearly a regular cylinder, about 33 feet in length, and 13 feet diameter, weighing upwards of 50 tons. Its construction enables it to float either on the surface, or under water, without any exterior agent. It has a screw propeller, by means of which the persons on board are able to make it move in any direction, guided by a rudder. On each side of the propeller are two paddles, by means of which it is made to sink or float at will. The weight necessary to sink it is about 40 tons of ballast, which may be lead, sand, or water. The water is taken in, or forced out, by means of pumps. The boat requires eight men to work it, and it can remain four hours under water. A quantity of air may be compressed in a reservoir to an atmospheric degree, proportioned to the depth to which the boat is to be sunk. It has also an apparatus which enables the men on board to leave her through an aperture at the bottom, and work outside the boat with a supply of ore. It is lighted by bull's-eye glasses, similar to those used for cabins in large ships. After making some trials in the Seine, she is to go to Brest, and be employed in endeavouring to raise the *Republican*, a ship which sunk in that port more than 50 years ago.

VELOCITY OF RAILWAY TRAINS.—M. Ricardo, Esq. has invented a machine for registering the velocity of railway trains when in motion; it consists of two parts—one receives motion from the carriage, the other by clockwork. They are arranged in the following manner:—An eccentric is placed on the axle of the carriage, and gives motion by means of a connecting rod to a lever attached to the machine, which lever acts upon a ratchet-wheel, and is so arranged that each revolution of the wheels of the carriage advances the ratchet one tooth. An endless screw is turned on the spindle of a ratchet-wheel, and gives motion to a small toothed wheel below, and on the spindle of which is fixed (what may be termed) a lateral eccentric (as one part projects more than the other on the side of the wheel); against this the short end of a horizontal lever is pressed by a means of a spring. As the eccentric revolves from the projecting to the lower part, it moves the lever, and with it a pencil fixed at its other end, in one direction, till it reaches the lowest point; when, by a spring pressing upon it, it takes the opposite direction, till it reaches the highest point, when it returns again. The wheels are so arranged that this eccentric makes one revolution in each mile that a train travels. The clockwork is used to turn a drum, upon which a ruled paper is wound. When the train is stopping at a station, the pencil is stationary, and marks only a straight line; but, when in motion, diagonal lines are drawn by the action of the lever, as described. The extreme distance between the two points of the diagonal lines determines the velocity at which the train has been travelling. Thus the train is made by this apparatus to keep a perfect register of the work done, and would, at all times, be a reference, by which the neglect of the engineer or conductor could be detected by the superintendent.

WEEKLY STEAM COMMUNICATION BETWEEN ENGLAND AND AMERICA.—We are enabled to make an announcement regarding the conveyance of mails between this country and America which will be hailed with gratification by the whole community. The Government have entered into a further contract with the British and North American Royal Mail Company, the effect of which is to secure a weekly communication by steam between Liverpool and the United States of America. A steamer of great power and size will be despatched direct from Liverpool to New York every alternate Saturday during eight months of the year. These trips are to be performed as additional voyages, and irrespective of the fortnightly voyages to Halifax and Boston; as this latter service will continue just as at present, with the alteration of sailing from Liverpool as well as from Boston always on Saturday, instead of a fixed day of the month, as at present. The steamers to New York will also take their departure always on Saturday. By this arrangement there will be a steamer from Liverpool to America every Saturday, and from the American side also every Saturday—the only difference being that Boston and New York will alternately be the ports of departure. At present we are not enabled to state the precise time when these weekly sailings will commence, but no doubt we may look for the alteration to come into play as soon as the required number of ships can be got ready to undertake such a vast service.

GLASS MILK PANS.—The repeal of the duty on glass, which led to the employment of this substance for pipes for the conveyance of water, has been succeeded by its use for milk pans, which are not only much more easily cleaned than metal, but may actually be scalded without any fracture.

THE IRON TRADE IN AMERICA.—The growth of the iron business in all its branches is truly surprising. We see every week accounts of the new establishments which are springing up in all parts of the country. Among the iron works now in progress of construction on the canal and railroad, is the rolling mill of the Messrs. Potts, at Pottsgrove, almost completed, a large rolling mill at Norristown, another at Fairmount, and an extensive one for the manufacture of railroad iron at Phœnixville. Besides these rolling mills, we see that two new anthracite furnaces are about to be erected at Allentown, and two more near Lancaster city. Two years ago there was not in all the Union a single rolling mill for the manufacture of railroad iron—now there are five in successful operation, and two more are rapidly progressing. The extension of the iron business is of vast importance to Pennsylvania; and each new establishment erected, whether within or without her limits, may be considered as adding so much more to her prosperity, by consuming so much more of her coal and iron. Under the present judicious tariff her resources are fast being developed; and a few years more will serve to place us in a state of unprecedented prosperity, if our Congress will only act, as Americans ought to act, for the best interests and welfare of their common country.—*Miners' Journal.*—We have no less than 14 forges, 11 furnaces, 1 rolling mill, 1 nail factory, and 4 foundries in our new county of Blair; and there is no end to the resources for the increase of this enriching business. We are not prepared to give the quantity of pigs, blooms, and castings annually produced, but it is immense. During the last season there was no less than 7,000,296 lbs. of pig metal, 15,394,011 lbs. blooms, 257,902 lbs. castings, 414,888 lbs. bar-iron, and 546,370 lbs. nails, shipped east and west from the port of Hollidaysburg alone, by our public works. Next season the amount will be greater, for the number of works has been increased.—*Blair Register.*

THE LEAD TRADE IN AMERICA.—The *Galena Jeffersonian* asserts, that in March, just before the opening of the navigation of the Mississippi, the amount of lead corded up on the wharfs at Galena was as large as 8,000,000 lbs., and that the lead product in the coming season would be enormous, and will somewhat evince the capacity of the Great West.—*Miners' Journal.*

MINING IN AMERICA.—The following is extracted from a private letter from Copper Harbour, and refers to the "location" on Eagle River, belonging to the Pittsburgh and Boston Company:—"The Cliff Mine is now unquestionably the richest silver mine now worked. I sold a specimen, near a ton of copper, so rich of silver, that it is netting the company $15,000, besides $90 to the Government—say $1590. The mineral agent here confirms the sale. More than $1000 was thrown off at one blast, while I was there, a few days ago, in a rich part of the silver rock. The lode is 3 to 5 ft. wide; and in an open cut, without a drift, 12 miners got out 210,000 lbs. in January—several tons pure metal, copper, and silver—several tons of the silver rock ore, and stones in quartz, 60, 40, 30, and 20 per cent. copper; and a great mass of what is called the house and walls of the lode (without metal usually) yields 8 per cent. This discovery settles the question of our company, and I, by this mail, recal every shares from agents' hands."

METALLURGIC INDUSTRY IN AUSTRIA.—We have, in a former Number, given an account of the natural mineral resources of the Austrian empire and its exportations. We now give a short notice of a few of the leading manufactories for machinery. The workshops of the Railway Company of Ferdin and Nordham occupy 500 workmen, who are chiefly engaged in the construction of steam locomotives, and the necessary materiel, for the railway to Prague. At the factory of M. Schmid, at Wiener Neustadt, near Vienna, steam-engines are made, and the various machines requisite for cotton and other manufactories. They brought out a combing machine for wool, which cost at Vienna 260*l.* The metal employed is received from Styria, and is of a fine quality. M. Schmid has also invented a new dynanometer, which serves to measure the force of 10 horses, and has been employed with success in Austria. At the manufactory of MM. Mick and Dolainski, are made the different apparatus for distilleries and sugar refining. They also make boilers to a very large scale. In the workshops of M. Bollinger of Vienna, the machines are of a very superior quality, consisting chiefly of turning, boring, cutting, and planing machines. The metal is of an excellent quality, and is received from Mariazell. M. Wurm, engineer of Vienna, exhibited a large machine for the manufacture of iron, which is now becoming greatly in demand. There exists many other important establishments—among which may be named that of Baron Tschoffen, at Maria Lauxendorf, near Vienna. Here they make wheels for locomotives, waggons, and tenders, and the tubes for the locomotive boilers, steam-engines for vessels and other purposes, fire-engines, &c.;—that of M. H. Dingler, for hydraulic presses;—and that of Messrs. Dubs and Luq, at Brunn, in Moravia, &c. The price of wages in the different workshops of Vienna varies from 3s. 6d. per day for good artizans, and for assistants 1s. 6d.; and the price of coal per ton is 67*l.* 10s., and if it is purified as high as 112*l.* 10s.; all other metals are, on the whole, very expensive, although the country is extremely rich in metallurgy, but the mines, being in the hands of the Government and the nobles, they get the most they can for their produce. The chief workmen, or foremen, have from 40 to 50 florins per month; the directors of the workshops, engineers, and builders, from 2000 to 2400 and even 3000 florins (2s. 3d. each.) The regular wages of workmen in the provinces distant from Vienna, vary from 1s. 3d. to 1s. 4d. less than in the capital, which naturally possesses the first-rate ones. Price of fuel, and primitive materials—coals of Moravia, for steam-engines, 46 kreutzers the 100 lbs.; coals of Upper Austria, 36 kr. do.; lignite, 36 kr. do.; coal of the first quality for forges, 1 florin do.; second quality, 57 kr. do.; charcoal, 46 kr. per 75 lbs.; fire wood, oak, 14 florins per cord; do. fir, 12; lead at Vienna is charged 27s. per cwt.; zinc, 135s.; copper, 221s.; and flattened copper, 137.; nickel is at an equally high price

NEW MINING COMPANY IN FRANCE.—We see that a new company is now forming under the title of "the Company of Mines, Blast Furnaces, and Forges of Aubin" (department of the Aveyron). The object is to work the extensive iron mines and coal beds that exist in that district, to have their own high furnaces and forges, so as to send their metal, both wrought and cast, into the market, and at the very lowest possible price, so as to enable them to compete with the forge and ironmasters of St. Dizier, the Sambre and Meuse, and other large mining districts, who have hitherto had the trade nearly entirely in their own hands, charging the public and the directors of railways, shipbuilders, and others, any price they please, by keeping up the market, as they know well they have no competitors or opposition, save the British, Belgian, Swedish, and Norway iron, which at present is liable to a heavy import duty, although the French Government will, no doubt, very materially alter this impost, as the Minister of Marine and Commerce, Public Works, and the majority of the Deputies, are in favour of a great reduction in English and foreign iron, to carry out the grand undertakings, railways, &c., as well as those contemplated by the marine department and private speculators, with respect to steamers and iron ships, and the new lines of trans-Atlantic packets, projected by the authorities and private speculators. The social capital of the company is to consist of 10,000,000 fr., or 400,000*l.*, divided into 20,000 shares, of 20*l.* each. The directors and committee are men of the highest standing in the iron trade, and the different railways, and possess some very valuable mines, which only require working, that will be advantageously effected by the formation of a company as the one now proposed.

CAST JEWELLERY.—At the last exhibition at Vienna of metallurgic industry in Austria, the productions of M. Glanz, who had been attached for 15 years to the royal foundry of that capital, created general admiration. His art consists chiefly in producing cast jewellery, of a most surprising delicacy. They are cast in moulds formed of very fine sand—the patterns are in bronze, and worked with great care. The cast metal, which is used, will have a great influence on the success of this operation. That which is chiefly employed at Vienna is obtained from Maria-Zell, in Styria,—or from the royal foundry, in the environs of Halle, in the Tyrol; it is a grey metal, very compact and homogenous. This metal is put in fusion in crucibles of plombagine (lead and silver ore mixed together); it is run into moulds so well made that every portion comes out most perfect. The additions required to be made are, by rendering them ductile with powdered charcoal in a red heat for several hours, and afterwards finished by filing. This metal, becoming malleable, can be finely polished; but it is often washed with a black varnish, and then baked in an oven. These are chiefly used for mourning jewellery. M. Glanz is not confined by the same process to casting brass trinkets, but gold and silver, and other metals, by which he saves all the trouble of the chaser. The collection is very varied—bronze figures, brooches, bracelets, necklaces, snaps, buckles, buttons, scissors, &c. This jewellery is better known under the name of Berlin, and an immense quantity is annually imported into this country and France, which, being at so reasonable a price, has nearly superseded the Birmingham ware, and the manufacturers of France, where they experience so much difficulty in obtaining the proper description of metal and fuel, and that at a very high price, so as to preclude them competing with those of Vienna, Berlin, and other parts of Germany, where the art in the improvement of metal has made great progress.

THE COAL MONOPOLY OF THE LOIRE.—The municipal council of St. Etienne have addressed a very spirited address to the Chamber of Deputies, respecting the coalition of the coal basin proprietors of the Loire, and on the proposition of M. Delessert, showing that it is only allowing a most illegal privilege to parties to enrich their pockets at the expense of the general industry of the country, by such an amalgamation of monocracy, so detrimental to mining enterprise—not only doubling, tripling, but even quadrupling, the value of their shares; and if the Minister of Public Works does not act, it is *because he will not*; but the laws are good, if carried out with impartiality. The reason is obvious, as the parties concerned are men of high influence, and some of them nearly related to the *Ministre des Travaux Publics*. A letter from M. Morillot, director of the extensive mines of the Roche-la-Moliere and Firming, states, that in consequence of the shareholders in these valuable coal mines having refused to accept the proposals of this monopolising general *fusion* in the hands of one company, to obtain the whole of the coal beds of the basin of the Loire into their own hands, although offering them the most alluring terms, of more than double the present dividends of their mines, the colliers, knowing this, had kept steadily at their work, notwithstanding they had been excited to strike by those of St. Etienne. It appears, that the opposition against this amalgamation of monied men, to appropriate the whole of the coal mine, was first expressed by an ex-Deputy of the Chamber and member of the General Council of the Upper Loire, who, being a holder of 50 shares, positively declared that he would not sell out at any price—for this reason, that the inhabitants of the district of Yssingeaux, where he resides one portion of the year, had only the means of obtaining cheap fuel but from the basin of Firming, which is a patriotic feeling that has been highly appreciated. We are glad to see that the colliers of St. Etienne, having been urged by the members of the Council of the Chamber of Commerce of that city to return to their work, for the sake of themselves and families, as they will advocate their rights, there is little doubt that the whole of the collieries will soon be in full operation again.

FOSSIL TREE.—As the workmen were opening a quarry in the King's Well Park, Alloa, they came, about two feet from surface, upon the trunk of a tree, lying embedded in the rock, and completely converted into sandstone. The tree was in a horizontal position, above 12 feet long, ridged and furrowed longitudinally, having something the appearance of and oak tree, and of a compressed oval form, about 16 in. by 10 in diameter.

GEOLOGY.—A plesiosaurus has been discovered on the estate of W. Layton Esq., Woodhouse, near Ely, in the railway cutting, now in progress to March and Peterborough. The workmen, in their ignorance of this treasure, broke to pieces and dispersed the head, neck, and trunk; but one of the paddles, and about 10 feet of the tail, will, it is expected, be tolerably perfect, and are now in the possession of Mr. Jones. The entire length is supposed to have been from 25 to 30 feet. Professor Sedgwick, of Cambridge, has been at Ely, and inspected the interesting discovery.—*Norfolk Chronicle.*

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—May 2.—Since my last report we have had our monthly setting for May, prices as follows:—18 fm. level end, east of flat-rod shaft, 3*l.* 15s. per fm. (four men); ditto, western end, 5*l.* per ton for ore (six men); cross-cut south at this level 3*l.* per fm. (four men). The winze sinking under 12 fm. level, west of flat-rod shaft, 5*l.* per ton for ore to communicate with the 18 fm. level (six men); end west from winze on ore, 5*l.* per ton for ore, and 30s. per fm., till the winze is communicated with the level below (six men); footway shaft, sinking to cut the lode, 7*l.* per fm. (six men). Dane's shaft, sinking to communicate with 18 fm. level end east, 5*l.* per fm. (six men). Cross-cut south from engine-shaft, at the 24 fms. level, to cut the lode, 4*l.* per fm. (four men); ditto, western end, at this level, to communicate with the 18 fm. level, to take the water to the engine-shaft, 6*l.* per fm. (four men). Nangles' shaft sinking, 4*l.* per fm. (nine men). Adit end, on Middle lode, 20s. per fm. (four men). Tribute pitches from 4*l.* to 5*l.* per ton. We have intersected a branch of the lode, containing stones of lead ore in the 24 fm. level cross-cut, which we consider a favourable symptom. We shall ship about 40 tons of silver-lead in a week or 10 days. A vessel is engaged to carry the above ore.—THOMAS ANGOVE.

BEDFORD UNITED.—May 5.—At Wheal Marquis, the lode in the 80 fm. level east is 2 ft. wide, composed of spar and mundic, with spots of copper ore in places. In the 70 fm. level east the lode is 2½ ft. wide, composed of gossan, spar, and ore—the stopes in the bottom of this level are worth 16*l.* per fm. The lode in the 58 fm. level east is at present split—the branches, two in number, are about 1 ft. wide, producing good stones of ore. At Ding Dong, the lode in the 24 fm. level west is 2½ ft. wide, carrying a little tin. At Wheal Tavistock, the plat and casing down shaft is nearly complete, and we shall commence driving the 47 fm. level in a few days. The lode in the 35 fm. level east is small; and in this level west about 2 ft. wide, composed of spar, mundic, and ore, producing some good saving work. In the south engine-shaft the lode is 5 ft. wide, and without alteration. We weighed at Morwelham, on Tuesday last, March ores, 98 tons 9 cwts., and sampled April ores, computed 99 tons.—JAMES PHILLIPS.

CALLINGTON.—May 4.—The ground in the north engine-shaft is rather hard for sinking; we expect to complete the same for an 100 fm. level about the end of this month. In the 90 fm. level, driving south, the ground is improving—the lode is producing silver-lead ores. In the 80 fm. level the lode is 1 ft. big, composed of carbonate of iron and quartz, intermixed with silver-lead ores. In the 70 fm. level, driving north, we are opening good tribute ground; in the south end the lode is disordered and split in branches, producing silver-lead ores. In Johnson's engine-shaft we put the plunger lift to work last week, to heave to the 100 fm. level. Having to remove ladders, &c., in order to rear up the column to the 70, we deferred the same until this morning; to-morrow we shall be in course of working. In the 100 fm. level, both north and south, we are opening tribute ground. In the 90 fm. level south the lode has not been taken down; in the north end the lode continues very promising, leaving ground that will set at a moderate tribute. In the 80 fm. level north the ground is hard, the lode is 1 ft. big, intermixed with silver-lead ores.—J. T. PHILLIPS.

CARADON UNITED.—Since Capt. Hosking inspected this mine, we have cut an east and west lode in the adit driving north. When we first discovered it, it was about 1 ft. wide; we have driven 3 fms. east on it, and now it is from 3 to 4 ft. wide, composed of spar, peach, mundic, and portions of copper ore. As it appears to be improving in this direction, I think proper to drive a little further on it; our back in this place is about 17 fms., and have several new lodes to the north of us. Our shaft is now down 25 fms., and we have to give our men 30*l.* per fm. for sinking. We have still good portions of copper ore and mundic in the small branches in the shaft dropping into the lode.

EAST TAMAR CONSOLS.—May 24.—At Whitson, the shaftmen are still engaged in driving the 46 fm. level south; the lode is 18 in. wide, good work—the water is increasing in this level, which makes me think we are getting handy to the old workings. In the north level the lode is 15 in. wide, composed of fluor, spar, and ore. The 36 fm. level is still in slidy ground—the pitches in this part of the mine are looking well. At Furzehill, the shaftmen are engaged in cutting ground for putting in bearers and cistern to fix our pitwork, which we shall get on with as fast as possible. We are rather disappointed in some of the castings, as the foundries have so much to do for different mines. On the whole our tribute department is looking very well.—B. ROBINS.

GUNNIS LAKE.—May 5.—At Chilsworthy, Bailey's engine-shaft is 6 fms. 5 ft. 6 in. under the adit level; the lode is about 2½ ft. wide, composed of gossan and spar. In the 10 fm. level, east and west of western shaft, the lode is 2 ft. wide, producing a little tin. The south lode, in the shode pits west, is at present small, principally spar.—WILLIAM RICHARDS.

HAWKMOOR.—May 5.—I beg to inform you that the lode in the 15 fm. level, east of Hitchins's engine-shaft, is 2½ ft. wide, composed of capel and spar, producing some saving work. In the winze in the adit level, west of the cross-course, the lode is 18 in. wide, composed of gossan and spar, with good stones of ore in places.—P. RICHARDS.

MENDIP HILLS.—May 2.—I beg to say that the 18 fm. level, north of Stainsby's shaft, is in the old men's working; in the 18 fm. level, south of ditto, there is no lode at present; we are securing the back, and putting in timber over the bottoms for barrow road, to get away the stuff before we can drive this end at Paynter's shaft on Stainsby's lode. At the 14 fm. level, north of shaft, this week, the lode has been 2½ ft. wide, producing good stones of lead, from 15 lbs. to 20 lbs. weight, of good quality. In the new shaft on the hill we are cutting whim plat, which we expect to have done by the end of this month; then we shall drive west to cut Somer's lode at the 20 fm. level. The winze at Somer's is just as last reported. In the 20 fm. level end, north of Somer's—the lode is 4 ft. wide, 1 ft. of this lode is saving work, ore of good quality; and we are cross-cutting east 10 fms. from Stainsby's shaft.—G. PAYNTER.

SILVER VALLEY.—May 4.—I beg to say, that the tin lode in the 30 fm. level west is about 2 ft. wide, 1 ft. of which is saving work. We have now taken the men from the end to rise against the winze, sinking below the 20 fm. level, as the air is not sufficient for two pairs of men; the lode in the eastern level is 9 in. wide, composed chiefly of capel; the lode in the 20 fm. level west is 2 ft. wide, composed of capel, spar, and peach, very kindly. The 40 fm. level, on the silver lode, is cleared 6 fms. east, the lode is 1 ft. wide, composed of flookan and spar; the stopes, in the back of the 30 fm. level, is without much alteration; we have, in the past week, raised a little good work of native and grey silver; but at present, we have suspended operations here, by reason of the air being very deficient, and are sinking a winze from the 20 fm. level, which will hole to the stopes, and ventilate it; the 20 fm. level west is cleared 24 fms.—the lode will average about 1 ft. wide, composed of flookan, peach, and mundic. At Wheal Sisters, we have not yet cleared through the run in the adit level.—S. RICHARDS.

SOUTH WHEAL TRELAWNEY.—April 25.—To-day being our setting-day, I beg to hand you particulars. The south adit end east is driven within the last month 3 fms. 1 ft. 5 in., and is to be driven again at 7*l.* 10s. per fm. for 9 ft. in extent; the end is very wet indeed, and troublesome for driving. We expect we have 6 or 8 fms. further to drive this cross-cut to intersect the western lode. We have also driven the adit level south on Sobey's lode (this month) 8 fms. 4 ft. 1 in.; the lode is 3 ft. wide, composed of gossan, spar, and prian, with a little soft white killas; the gossan, some of it at least, is black and burnt, and runned together, showing that some time or other it must have been in a fluid state, with a regular underlie east of 1 ft. in the fm. We have also sunk 9 ft. 8 in. below the adit on Sobey's lode; the lode is 2 ft. wide, composed of gossan, spar, prian, and white soft killas, similar to the lode in the adit end, but not quite so large. The men are set again to sink at 4*l.* 10s. per fm. for 2 fms. extent; the water in sinking the winze is not very quick at present. I broke three small stones of copper ore in the north end of this winze, about 2 ft. below the adit level; so that I am perfectly satisfied, from the nature of the ore, that the stones of copper ore produced in London and elsewhere, some time since, were broken from Sobey's lode, in the adit level.

TINCROFT.—May 4.—I have only to inform you, that we have an excellent lode in the 90 west, worth 30*l.* per fm., and likely to be better yet. A winze in the bottom of the 70 west, is also looking well; other places continue much the same as stated in my last report.—W. PAUL.

TRELEIGH CONSOLS.—May 2.—The 100 cross-cut, north of Christoe, is in the country, ground favourable. In the 90, east of ditto, the lode is 3 ft wide, not as good as last week, worth 20*l.* per fm.; in the 90, west of ditto, the lode is small, no ore. In the 80 cross-cut south we have not yet cut the branch. In Garden's shaft, below the 80, the lode is 5 ft. wide, worth 35*l.* per fm.; it is very hard for breaking. In the 80, west of Good Fortune, the lode is 2½ ft. wide, with stones of ore. In the 70, west of ditto, the lode is 3½ ft. wide, with a very kindly appearance, and some ore. In the 60, west of Symons's, the lode is 2 ft. wide, not much ore, rather kindly. In the 50 cross-cut north the ground much as usual; in the 50, west of Symons's, the lode is 2½ ft. wide, worth 10*l.* per fm., with a very kindly appearance. In the 20, west of ditto, the lode is small, no mineral. In the adit, west of ditto, the lode is 3 ft. wide, producing good stones of ore, with a kindly appearance. The west shaft is sinking in the country.—WILLIAM SYMONS.

UNITED HILLS.—May 5.—We hope to commence driving east and west, at the 90 fm. level to-morrow. The lode in the rise, in the 80 fm. level, is 4½ ft. wide, orey throughout, of average quality. In the 70 fm. level we have cut no lode as yet in driving south; west of James's shaft the lode is 2½ ft. wide, not producing any ore; the ground in the diagonal shaft is harder for sinking than last reported. In the 60 fm. level, east of eastern shaft, the lode is 3 ft. wide, 18 in. ore of fair quality; west of Harper's winze the lode is 3½ ft. wide, producing ore throughout, of low quality; in the stopes, east of Harper's winze, the lode is 2 ft. 6 in. wide, good ore; in the stopes, west of James's, the lode is 5 ft. wide, 3 ft. ore of average quality. In the 50 fm. level, eastern end, the lode is 2 ft. wide, producing some stones of ore; in the cross-cut the ground continues hard for driving. At Wheal Charles, in the 50 fm. level, the lode is 18 in. wide, producing but little ore. In the 40 fm. level the lode is 18 in. wide orey throughout, of low quality. At Wheal Sparrow the lode is 2 ft. wide producing but a small quantity of ore. In the 30 fm. level the lode is 18 in. wide, ore of fair quality.—T. TREVENEN. R. WILLIAMS.

WEST WHEAL JEWEL.—May 4.—The ground in the 115 cross-cut is much the same as when last reported—driven 1 fm. 3 ft. 6 in.; ditto east, on a branch, 3 ft. The rise in the back of the 100 east, on Wheal Jewel lode, the ground is hard, lode not taken down—rose 1 fm. 3 ft. In the 100 fm. level, west on ditto, the lode is 1 ft. wide, composed of spar and stones of copper—driven 1 fm. 1 ft. In the 85 fm. level, west on ditto, the lode is worth 10*l.* per fm.—driven 1 fm. 5 ft. 6 in.; in the winze, sinking below this level, east of little cross-course, the ground is favourable, lode worth 6*l.* per fm.—sunk 2 fms. 1 ft. In the 70 fm. level, west on ditto, the lode is 15 in. wide, very promising—driven 2 fms. 2 ft. 6 in. In the 12 fm. level, east on ditto, the lode is 1 ft wide, composed of gossan and spar—driven 2 fms. 3 ft. The ground in the 85 fm. cross-cut south is still favourable for driving—driven 3 fms. In the 12 fm. level, east on Tolcarne tin lode, the lode is worth 10*l.* per fm.—driven 2 fms. 3 ft.; in the 12 fm. level, west on ditto, the lode is worth 8*l.* per fm.—driven 1 fm. 2 ft. 6 in. In Wilkinson's engine-shaft, sinking below the 30 fm. level, the lode is 2½ ft. wide, composed of spar and stones of copper—sunk 1 fm. 2 ft. In the deep adit, west on ditto, the lode is small and unproductive—driven 5 ft.—S. LEAN. R. JOHNS.

FOREIGN MINES.

ANGLO-MEXICAN MINES.—*Guanaxuato, March 27.—Asuncion.*—With regard to this mine we still continue to get a little profit from it, but it presents the same aspect as heretofore. In the point, called San Pedro, they have holed into old workings, but as there is water in the pozo, and much rubbish to clear away, no decided opinion can yet be formed, but I am not inclined to attach much value to the discovery, as I fear it is a district where the ores were formerly found to be poor; but I intend very shortly to inspect it personally, when, probably, it will be in my power to furnish better information than we at present possess. The past month's results are as follows:—

	Memoria.			Sale.			Profit.		
Feb. 21	$724	1	9	$1473	3	0	$12	2	3
28	605	4	6	2075	3	0	432	1	0
Mar. 7	825	5	9	1777	0	0	63	1	9
14	610	4	6	1324	3	0	51	5	0
Profit on the four weeks of							$559	2	0

Total number of cargas sold 1056, at the average price of 6⅞ per carga. This is again a slight improvement on the value of the ores, but I am sorry to say we have no competition among the buyers; the rescatadores are all attracted to La Luz—however, as some of them will most likely sustain losses there, I hope they will come back again to the Monte.

Sirena.—In this month no profit has appeared at all, not even to Mr. Parkman: so, of course, all we get is the rent.

Finance.—The customary document, showing an asset of $79,255, is inclosed.

BOLANOS MINES.—*San Clemente, March 17.*—I am in receipt of your secretary's letter, January 1.

SAN CLEMENTE, SAN NICOLAS, AND MALANOCHE MINES.—The ore in these continued to fall off, and the quantity broken by partido, as well as by paradas d'obra, diminished to a very low figure; the latter was only 50 cargas for the last week worked on that principle: in consequence of which, I was compelled to surrender the whole of our reserves to the buscones, and for the last fortnight the number of paradas has again exceeded 100 between day and night. Their first week's raising is not yet weighed, but it will probably not be less than 200 cargas altogether. *Tutworks.*—I have found it incumbent upon me to suspend every work which did not promise assistance to my finances, in order that the funds in my power may suffice to carry me through the important discovery works on hand in San Francisco and Celestina Mines. The west end of San Francisco was holed with the winze of Santiago, and suspended. The winze of La Luz, continuing quite barren, was also suspended. The west end of La Merced lost its vein of bronze; and although under other circumstances the trial ought to be continued, it likewise is suspended—so that no tutworks are at present continued in these mines, except the west end of La Luz, which, although it now produces nothing, affords the best chance of discovery; and the cross-cut of San Jose, near the general shaft, which has cut the lode we sought in a narrow vein of rich ores, which we shall drive upon next week. The suspension of all these tutworks, and of the paradas d'obra, has simplified greatly the work underground, and various savings have been made in salaries, labour, drainage, &c., which altogether amount to an important figure in the costs.

SAN FRANCISCO DE PAULA MINE.—The driving in the shaft and the rise has been better than I expected, and the communication between these two ends has been made—thus throwing open the shaft to a depth of 135 varas. The lower part of it, however, requires squaring down, which will be completed next week, when the malacate will work on the 125 vara level. We may then hope to sink the shaft 3 varas weekly—so that, by the end of next month, we shall, no doubt, reach the 150 vara level, and commence the cross-cut to the lode, to reach which a couple of months ought to suffice, if the ground favours us. The workings of San Miguel have been becoming poorer continually since the last two months; they had been surrendered to the buscones during the last month, and these even can hardily support themselves now. The termination of this promising bunch of ore has been a great disappointment; but as our experience has shown us that the deposits are both the more constant and the richest, as the depth increases; we have still great confidence in the mine, when we can attack it below the present water level. The east end of San Bonifacio has been continued, and it has opened narrow workings for the buscones, who have been constantly and advantageously employed in the roof, and in the bottom of this stope as they have likewise in the 125 vara level east. As soon as the malacate can raise the attle freely from this lower level, we shall clear out the rubbish from the old workings formerly discovered here, and no doubt open more ground for the buscones.

LORETO MINE.—The cross-cut has been continued for amparo, as advised; no discovery has been made in it.

VETA BELLA MINE.—The necessity of economising my funds has obliged me to suspend the two tutworks in this mine.

CELESTINA MINE.—We have been working for three weeks on the Mayorazgo lode by bargain, in the ends north and south; the first week also in the rise. In the rise the ore immediately became very narrow, and that bargain was given up—the other two have continued in ore much less abundant than when the lode was first crossed; they are producing, however, sufficient to cover all the expenses of the mine—say an average of 30 cargas weekly, worth, no doubt, $12 per carga; the assays vary from 5 mcs. to 40 mcs. per monton, and, I expect, will average 17. As soon as the water is drained sufficiently to enable me to sink below this (the adit level), no doubt the extraction will increase, as we can put other paradas to work, and a winze will be sunk immediately on the ores. The raising of the ore and attle from this level, and some increase in the feed of water, became too much for one malacate, and, rather than go the expense of another at present, I have suspended the sinking of the shaft, which now has a sump of 7 varas below the 100 vara level cross-cut. The 100 vara level cross-cut is advanced 10 varas, and may now very shortly be expected to cut the Celestina lode—a little water already filters through it, and the water has begun to sink in the adit level; small as the impression is this drainage has yet made, it is already sufficient to show that the whole weight of water will be very insignificant, and it is likely that one malacate will be able to master it. The 64 vara level cross-cut to the south has been resumed this week, and will now go on till it cut the Celestina lode; it will, no doubt, cut the Mayorazgo lode also in its course. The north cross-cut, at the 64 vara level, will be resumed when we see what the water is on cutting the lode at the 100 vara level.

Statement showing the General Result of the Mines and Haciendas for February:—

Mines.	Profit.			Loss.		
San Clemente Mine	$2124	2	1			
San Nicolas	—			$1688	3	7
Malanoche	—			1110	6	4
San Rafael	—			7455	3	1
Veta Bella	—			515	3	4
Loreto	—			311	0	5
La Celestina	—			2064	7	3
Disputed ground	9305	4	0	—		
Haciendas	2120	7	0	—		
	$13550	5	1	$13,146	1	0
Loss	13146	1	0			
Profit	$404	4	1			

REAL DEL MONTE MINES.—*Mineral del Monte, March 28.*—Your despatches of the 31st January, came duly to hand on the 19th inst. It is very satisfactory to observe, that the directors approve of the measures taken for the purpose of reducing the expenditure, and bringing the concern, if possible, into a profitable state. Every exertion shall be made to attain this desirable end; with respect to the proposed alteration at Sanchez, and the new establishment at San Antonio, you will have learned from my late communications, the reasons of the delay in the execution of these important works. As I have already informed you, nearly all the artisans during the last two months, have been almost exclusively employed about the works, connected with the removal of the Terroros engine, and its erection at Acosta; and I have now the satisfaction of stating, that this is nearly concluded, and the engine will probably be put to work on Tuesday next, which will be exactly five weeks from the day we commenced taking out the old one—so that, upon the whole, it has been a speedy job, and appears to be well put out of hand, both engine and pitwork; shortly after the engine at Acosta were stopped working, the water soon began to rise in Moran Mines, and a considerable increase occurred at the same at Dolores. At Acosta, the water rapidly rose to the San Isidro level, and afterwards slowly, six varas above, where it remained stationary. At Moran, it has risen a little more than 3 varas, where before it was sinking regularly from 12 to 14 in. per carga. At Dolores, we found it necessary to increase the speed of the engine, from 7 to 9 strokes per minute; the water found its way to this place through the crevice on the Santa Brigida vein—the principal part of which issued from the Aviadero level, driving north. By Capt. Rabling's report, dated 24th inst., you will be informed of the particulars relating to an accident which happened at Dolores on the 14th inst. The diagonal rod broke about 60 varas below adit, when the engine bounded in-doors with great violence, breaking at the same time one of the new balance bolt rods; the repairs were completed in about 10 hours, but, during this time, the water rose to within 4 varas of the Aviadero level. The engine, since the accident, has been working 6 strokes per minute, and the water this morning had been again lowered to the Santiago level. The 14 days' hindrance caused by the above, to the working on ores in the planes of San Enrique and San Pablo, will be seriously felt in the reduced amount of returns for this month, inasmuch as the produce from the fundicio will be only 9, instead of 20 bars, which we fully expected to have had; nevertheless, the loss on the month will not be very heavy, as there will probably be from the patio 21 bars—two small ones of which, together weighing 160 mcs., contain gold, taken up in the arrastre, worth $14 per mc. From Sanchez, there will be about 6 bars, making a total of 36—the value of which will be about $48,000; and the expenditure, I expect, will not exceed $47,000. I have much pleasure in calling your attention to the description given by Capt. Rabling of the workings in the vicinity of San Cayetano shaft, below San Juan lode. It will be seen, that the ore ground is extending in length, both east and west. In the San Juan west, the lode is about 2 varas wide, chiefly azogue, and produces about 3 cargas of smelting ore per vara. In the Santiago level, which is still short 15 varas of reaching San Pablo winze, there is a rich branch of smelting ore; and this I consider to be a very promising circumstance, as we may now rely on the fact, that all the ground between this point and the planes, below San Juan, will be found productive—it is, therefore, to be expected that the returns from the fundiciones will soon be considerably increased. There is nothing new to notice since I last wrote respecting the underground works at Acosta and La Luz, as all the principal labores have been covered by the water since the latter part of last month; the consequence is, that we are at present unable to remit to the haciendas the usual quantity of azogue ore, containing the usual average by of about 12 mcs. per monton. The greater part of the ore has of late been added to the large heaps of Resago, in the different ore yards, intended to be reduced by the barrels. At Rosario the communication of the San Miguel level having been made between San Rafael winze and the whim shaft, several barreteros are again employed working on the ore ground, in the vicinity of the former. The prices are now fixed at 6 reales per carga for the rough, and 4 reales for the tierras; and as soon as we have sufficient hacienda power for reducing all the ore that can be raised, we shall undoubtedly from that time begin to make steady profits. The result of hacienda operations at Regla, last month, were more favourable than usual; and it would appear, as stated in my last, that Mr. Woodfield seems to understand the beneficio better than Mr. Bowring himself. With respect to the advantage obtained by the fine grinding, there can be no doubt the new arrastres at Regla are superior to the old ones; but at the present moment, even if it were deemed prudent, it would be almost impossible to make an alteration with respect to the latter: it occurred, however, to Mr. Woodfield and myself, the other day, that two edge stone arrastres might be erected, and worked by the dry stamp water wheel, situated just behind the old arrastres; after which a part, or the whole, of the latter might be removed: thus making a considerable addition to the patio. At present the 24 arrastres, when in full work grind 48 cargas per day; the two new arrastres would grind more than that quantity. Mr. Woodfield, in his letter to Mr. Taylor, noticed the favourable results obtained from the trials made by him, to take up gold in the arrestres, and which are very satisfactory; and as this plan will now be generally adopted, I trust it will continue to be equally so. You will also observe, that a new method of keeping the patio accounts has been adopted—viz., that of charging in the monthly accounts, the cost only of the materials actually used or consumed—thus avoiding the disparity in the expenditure, which formerly appeared in particular months. I hope the arrangement will meet with the approbation of the directors.

All the trials hitherto made by Mr. Spangenberg, on the new beneficio, have answered satisfactorily; we have, consequently, been making arrangements to introduce it on a large scale. These, although somewhat delayed on account of the work at Acosta, are now nearly complete; and next week Mr. Spangenberg expects to begin reducing about 25 cargas daily. The ore calcined for the new process has been tried in the barrels, and found to answer well. We propose, therefore, to occupy four barrels on this, and the remaining four on the old process, when we shall be enabled to compare the results. Mr. S. is proceeding very cautiously with his experiments, but entertains sanguine expectations as to the result. With respect to the paragraph in your letter of 31st May last, relating to the quantity of salt used in the barrels, I beg to refer you to my letter of 28th December, and the hacienda accounts—by which you will perceive that latterly it has been reduced considerably below what was formerly consumed, and I hope Mr. S. will be able to show that a still further reduction can be advantageously introduced. Now, that the Acosta brine is nearly finished, I intend, with as little delay as possible, commencing operations on the new barrel at Sanchez; and as nearly all the materials required are on the spot, and great part of the timber for water-wheel, barrels, &c., already prepared, I expect the work will proceed very rapidly. By last packet I had the satisfaction of remitting you a draft on the directors of the Colonial Bank for 2000*l.* I did expect that I should have been enabled to make another remittance by this opportunity; but you will perceive that, in consequence of the accident at Dolores, described in the former part of this letter, the small silver produce of this month will not permit it. I observe that the funds in England, from the end of February, 1845, to the end of February, 1846, had diminished about 4000*l.* If the produce from the San Enrique workings, and from La Luz, now that we have the means of conquering the water, corresponds with my expectations, we shall speedily be enabled to reimburse the amount, besides defraying the extra expenditure of San Antonio. February, four weeks expenditure, $41,217; returns, $48,730—profit, $7513.

PACHUCA MINES.—March 28.—At Rejona we are still clearing attle; but nothing but poor ore ground has been discovered. I noticed, in my letter of last month, that the lode in San Miguel shaft had been disordered by a vough; since that time about five varas have been sunk; but still it is not looking so well as it did above. I have little doubt, however, that after we have passed through this disordered part, we shall again find the vein presenting a better appearance. At Esperanza the lode in the bottom of the shaft seems to be passing out of the red flookan, with which it has been accompanied from the surface to its present depth, and it is now composed of quartz, quemazon, and gossan; of quemazon we have hitherto seen very little in this vein. Captain Trenear sent me an assay from this place yesterday, which proved to contain 15 marcs of silver per monton; but he says the quantity is small. At Guadalupe we continue to sink the shaft in a disordered lode, and underlaying 3 ft. in a fm. In San Pedro shaft the lode is very wide, and the part we are sinking on is spotted with ore throughout; the mass is composed of white quartz, the ground is favourable for sinking—the whole not exceeding $8 per vara. In the mine of San Gabriel, which is situated in the deep valley, north of Rejona, and about 150 varas north of San Miguel, we have commenced clearing an old pit, which is said to be about 20 varas deep, and contains a lode of mundic and jabones 2 varas wide. The shaft is sunk near the point, where two veins join the principal lode from the south-west, one of which (about 25 varas west) produced, it is said, near the surface more than $1,000,000 to a man called Cruz Munoz, a poor buscone. The expenditure in February amounted to $932. A torta of 14 montones of ore from Rejona has been incorporated, and will be washed in April. It assays 8¼ mcs. per monton, and will probably produce about 7½ mcs.

IMPERIAL BRAZILIAN MINE.—*Gongo Soco, Feb. 13.*—We continue to sink the winzes, both east and west of Vesey's shaft, below the 70 fm. level; but without improvement. At the 48 fm. level we are making some fresh trials, east of Bailey's shaft, on the vein which gave the last bunch of gold; there is nothing in the mine to call for further remark. We have commenced opening on some jacotinga near Taboliero; but, though most of our samples show gold, the quantity is but trifling, and we fear the formation is but of small extent; it shall, however, have full trial. At Catta Preta, the cross-cut at the 20 fm. level, from Fitzpatrick's shaft, has intersected a bed of sand, and we have to abandon it and try in another spot. The sinking of Thomas's shaft goes on pretty well; it has intersected a vein of quartz, a few inches wide, which affords a tolerable sample of gold. The level from the winze towards the shaft progresses but very slowly: the stamps are in course of erection, but will scarcely be ready before the beginning of April. *Feb. 23.*—During the past 10 days we have obtained a few boxes of coarse work for the washing-house from the 27 fm. level, east of Aveline's shaft; but I fear we must not expect much more. The winze, below the 70 fm. level, west of Vesey's shaft, having intersected a bed of soft material (suspected to be the south ground), which discharged a large stream of water, and showed no gold—it has been found impossible to continue it. The winze east of the shaft, below the same level, is still continued; but the vein in it now extends southward, almost, if not perfectly, horizontally, and, I am sorry to say, is altogether unproductive. At the 70 fm. level we have commenced a cross-cut northward from the bottom of Vesey's shaft, and others southward, both east and west of it. Near the Eliza stamps we have commenced a cross-cut northward into the base of the mountain, to intersect the iron formation beneath the productive jacotinga. The trials near Taboleiro are impeded by the rain; but we still find traces of gold there. The other parts of the mine need no remark. At Catta Preta the sinking of Thomas's shaft proceeds well, and it will unwater the lode above the 18 fm. level by the time the stamps are ready to prove it, which will be towards the end of March. At Fitzpatrick's shaft we are still cross-cutting at the 20 fm. level, but have not yet intersected the lode.—W. J. HENWOOD.

Gold Workings.—From the 3d to 21st Feb. (17 days), 17 lbs. 11 ozs. 14 dwts. 13 grs., of which 4 lbs. was from the washing-house.

UNITED MEXICAN.—*Guanaxuato, March 26.—Mine of Rayas.*—I am not able to add anything further to the detailed report of the workings in this mine, furnished by Mr. Glennie, and inclosed herewith. I annex a statement of the general produce of the mine for the last five weeks.—

Weeks, and Pickal ores.	½ amt. sales.	Outlay.	Excess of Outlay.
Feb. 14—Cs. 2221 0	$ 8648 7 4	$ 19,535 5 4	$10,986 6 0
Mar. 21, „ 2461 0	10,672 3 4	20,857 1 0	10,184 5 4
Cs. 460 0 Decrease.	2023 4 0 Increase.	$1221 3 4 Increase.	$802 0 4 Decrease.

W. HEATH.

Report on the State of the Workings of the Mine of Rayas.

March 26.—La Purisima.—From the old workings on this side of the mine, a small quantity of ore is produced from the rubbish, which is picked on joint-account by the ore dressers, and which assists in making up the weekly quantity of ore.

San Lorenzo.—Ten pair of barmen by day, and 11 pair by night, are employed on one of the pillars, and a roof, in which there are occasionally found some bunches of good ores among the ordinary classes.

San Cayetano.—During the last week five pair of barmen by day having been employed on the north-west side of the pit of La Luz, a small portion of common ores has been extracted.

San Miguel.—The points, at present being followed up on this side of the mine, employ 10 pairs of barmen by day, and an equal number by night; the ore is rather scarce, and the vein proves as variable as usual; some rich threads of ores are sometimes met with in the roof of the working.

Santa Toribio.—Since the last report no particular variation has been observed in the general formation of the vein, 8·53 varas have been driven in 6 weeks.

Santa Cecilia.—The traces of ore, referred to in the report of the 19th ult., are still found in this work of investigation, which has been advanced 5·39 varas in five weeks; the formation of the lode does not vary.

At San Mauro, 5·90 varas have been driven since the last report was made. The vein in the advanced point is now quite barren. A slight investigation, of the vein has been made, in that part where some spots of ore were met with—but without any successful result; the ores having been apparently confined to that part of the vein, through which the working has passed. There is nothing worthy of particular remark in any of the points worked on joint account by buscones. In the amount of sales there has been some improvement; while at the same time there has been an increase of outlay, and a decrease of ore produced on sole account of the mine. G. R. GLENNIE.

Note.—A Bill of Exchange, at 60 days' sight, for 1000*l.*, has been received; and Mr. Shoolbred has returned to England, having, previous to his departure, fully invested his successor (Mr. Heath) with the necessary authority to act as the chief manager of the association in Mexico. JOHN MATHER, Sec.

DEVONSHIRE GREAT CONSOLIDATED MINING COMPANY.

At the second annual general meeting of shareholders, held at the offices, Barge-yard Chambers, Bucklersbury, London, on Monday, the 4th inst.,

RICHARD S. GARD, Esq., in the chair:

The following report of the directors was read.—

REPORT

The directors of the Devonshire Great Consolidated Copper Mining Company have the great satisfaction of meeting the shareholders, at this their second annual general meeting, after a year of success extraordinary in the history of mining in England.

The directors present to the meeting the balance sheets, parts 1 and 2, made up to the 31st of March, and part No. 3, the auditors' report thereon, a copy of which was sent to each shareholder, in conformity with the 42nd Clause of the Act of Parliament for the Registration of Joint Stock Companies. An opportunity having been thus afforded for their examination, it is thought needless to enter into any lengthened explanations, as the figures will speak for themselves.

Balance-sheet, Part I., shows that the sales of ore, raised during the twelve months ending the 31st January last, have realised the sum of £116,068 15 0
Whilst the expenditure for the same period was, for—

Mine cost	£30,590 8 4	
Dues	8,321 15 6	
Agent's commission	1,817 12 0	
Poor's and way rates	625 0 0	
Expenses in London	1,091 2 1	
Making together	42,445 17 11	
And showing a profit of	£73,622 17 1	

Out of this sum six dividends have been declared, amounting to 72,704*l.*, being 71*l.* per share on 1024 shares, and paid to the shareholders—less the income tax. To meet the liabilities of which, 2620*l.* has been passed to the credit of the reserved fund, and invested (excepting a small balance) in Exchequer Bills, which, together with the balance brought from last account, leaves a balance of 3461*l.* 12s. 6d. in favour of the company.

In reference to Part II, the balance of liabilities and assets, it is proper to observe that the items of the latter are set down at their lowest present value, or perhaps even below it, as may be instanced in the sale of copper ore on the 23d ultimo, which realized at the tickoting, the sum of 10,378, and will produce, with the allowance for carriage, about 10,900*l.* Moreover, in the amount of 30,219*l.* 8s. 5d. assumed as the assets of the company, no credit has been taken for the value of substantial buildings, roads, water-courses, &c., nor for any property which will have to be surrendered at the termination of the lease. The directors have sanctioned a considerable outlay in this department, having due regard to the exigencies of the concern. Many of these works are permanent, and the expense of them will not be again incurred, unless in the future developement of other portions of the mining set a repetition be called for, which the directors trust will be followed by equally successful results. This part of the expenditure operating upon the anticipated decrease of the value of the ores (the high per centage of which, so much beyond the average of English ore, could hardly be expected to be continuous) has, and will tend to, rednce the dividends until other points are brought into profitable operation. At the same time, the shareholders are reminded that this very outlay will be the means of enabling our agent to raise a greater abundance of ore with greater facility, thereby exhibiting a profitable return for the money expended. The expenditure at Wheal Fanny has been hitherto without returns, and the same may be said of Wheal Josiah, and other localities; but the next ticketing paper will show that we are commencing to reap the benefit of it at the first-named mine, viz., Wheal Fanny.

For information on the details of operations at the mines, the shareholders are referred to Mr. Hitchins' very able and circumstantial report, which will be read to the meeting, and which will afford full information on their present and future prospects.

The directors observing the enormous consumption of timber at the mines, owing to the extraordinary size of the lode, have thought it advisable to endeavour to procure it at a more reasonable cost. Contracts have been accordingly entered into with respon sible parties for about 2500 loads of American and Norwegian timber, on terms which, it is hoped, will prove advantageous for the company. The cost being considerable, it will be necessary to provide for it out of the accruing profits, which may, for a short time, affect the dividends, but which the directors calculate will result in a great saving in this expensive article.

The time agreed upon for the payment of the present rate of commission to Mr. Josiah H. Hitchins, the agent of the company, having expired, the directors will submit to the shareholders, for their adoption, a resolution for his re-appointment at a reduced rate of remuneration, which he has liberally consented to accept. The great importance of his assistance must be acknowledged by every one who has seen what has been accomplished by his superior judgment and exertion in the brief space of a few months. The duties of the secretary in consequence of the enlarged operations of the company, and the necessary compliance with the forms required by the Act of Parliament under which the company is registered, have become more onerous than was anticipated, in consideration of which a resolution will be also submitted, to present him with a gratuity for past services, and to increase his salary for the future.

Considerable inconvenience has been experienced in not being able to form a board of directors when two of the directors have been absent on a visit to the mines; it has, therefore, been thought desirable that the number should be increased to five, as empowered by the 46th clause of the deed of settlement. A resolution to that effect will be proposed accordingly. Mr. William Morris, of Woodford-hall, and Mr. John Thomas, of Manudenhouse, both in Essex, being duly qualified, have given notice of their intention of offering themselves for the office of director.

Mr. Joseph Deane Browne, of Jermyn-street, and Mr. Charles Fox, of Perran, near Truro, have expressed their willingness to accept the appointment of auditors for the ensuing year, if elected. And the directors, whose duties expire, agreeably to the deed of settlement, with the close of this day, beg to offer themselves for re-election.

PART I.

Balance-Sheet from 1st April, 1845, to 31st March, 1846.

Dr. RECEIPTS.

Balance from last account				£2,725 15 6
Sales of copper ores raised from Feb., 1845, to Jan., 1846, both inclusive—13,292 tons (21 cwts.) 10 cwts. 2 qrs.		£110,250 10 11		
Carriage of the above		5,818 4 1		116,068 15 0
Fees on transfers and certificates of shares, and discount on transfer stamps				16 16 6
Reserved fund		£2,620 0 0		
Deduct cost of 2900*l.* Exchequer Bills		2,596 4 3		
	£	23 15 9		
Add interest received on Exchequer Bills		33 2 7		
Remaining uninvested				56 18 4
Income tax, deducted from dividends paid		£2,120 10 8		
Ditto ditto from dues paid		243 14 5		2,363 5 1
Total				£121,231 10 5
Balance brought down				£3461 12s. 6d.

Cr. EXPENDITURE.

Mine cost from March, 1845, to January, 1846, both inclusive				£30,590 8 4
Dues on ores sold from Feb., 1845, to Jan., 1846, both inclusive				8,321 15 6
Agent's commission on dividends paid				1,817 12 0
Poors' rate and way rate at Tavistock				625 0 0
Expenses in London—viz.:				
Discounts		£176 5 11		
Travelling expenses		93 7 11		
Compensation to directors and auditors, to 5th May, 1845		126 0 0		
Office expenses—viz.: Secretary's salary, office furniture, rent of offices, stationery, engraving and printing, solicitor's bill, and incidental expenses		695 8 3		1,091 2 1
Reserved fund				2,620 0 0
Dividends paid—71*l.* per share on 1024 shares				72,704 0 0
Balance—viz.: Cash at the bankers		£2303 8 4		
Petty cash in the office		5 15 3		
Amount due for carriage of ores sold, to the 31st March		1152 8 11		3,461 12 6
Total				£121,231 10 5

PART II.

Balance-sheet from 1st April, 1845, to 31st March, 1846.

Dr. LIABILITIES.

Mine cost for February				£4,063 1 3
Mine cost for March, inclusive of merchants' bills and liabilities, estimated				4,000 0 0
Dues on copper ores, estimated at				2,129 17 3
Income tax on dividends, and dues paid				2,363 5 1
Bill for cost of steam-engine, erected at Wheal Josiah, due 4th May				930 0 0
Salaries, rent of offices, &c., estimated at				200 0 0
Balance carried down				16,542 4 10
Total				£30,219 8 5
Mem.—Contracts entered into—viz.:				
Steam-engine for Wheal Maria, not yet erected	£1250 0 0			
Timber, not yet delivered, estimated at	9000 0 0		10,250 0 0	

Cr. ASSETS.

Copper ores raised in February, and sold 19th March, not yet received				£6,319 0 4
Copper ores raised in March, sampled, and for sale 23d April, valued at				10,000 0 0
Copper ores at grass, valued at				3,200 0 0
Steam-engine, bob, rods, &c., complete, at Wheal Josiah				1,400 0 0
Machinery, water-wheels, crusher-engine, pumps and pitwork, stores, tools, horses, waggons, harness, &c., at the mine, valued at				3,201 0 0
Office furniture in London				75 0 0
Exchequer Bills in hand, 2500*l.*, market value				2,562 15 7
Balance as above				3,461 12 6
Total				£30,219 8 5
Balance brought down				£16,542 4s. 10d.

PART III.

Report of the Auditors.

Having examined the account and balance-sheet of the Devonshire Great Consolidated Copper Mining Company, from the 1st April, 1845, to the 31st March, 1846, and compared the vouchers with the payments, find the same to be correct. We also find that Exchequer Bills, for 2500*l.*, are deposited in the strong box of the company; and that the balance of 2303*l.* 8s. 4d., in the hands of the bankers, agrees with the pass-book.

WM. MORRIS. JOHN THOMAS.

KIRKCUDBRIGHTSHIRE MINING COMPANY.

At a meeting of adventurers, held at Liskeard, on the 23d April, a statement of accounts was presented, showing the labour cost for the four months ending March to be 495*l.* 10s. 6d.; materials, 241*l.* 15s. 8d.; which, with balance of last account of 502*l.* 1s. 7d., made a total of 1239*l.* 7s. 4d. By call at last meeting, 1200*l.*—leaving balance against the adventurers of 39*l.* 7s. 4d.—The accounts having been allowed and passed, it was resolved, "that a special meeting of adventurers be convened for this day week."

At the special meeting of adventurers, held at the Lecture Room, Liskeard, on the 30th April,—EDWARD A. CROUCH, Esq., in the chair,—it was resolved, —That the exploring the lead lode at Cairnsmore be continued, and that four men be employed driving the adit end at Cally—That a call of 5*s.* per share be now made, to be paid immediately at the Devon and Cornwall Bank, Liskeard—That any adventurer who may wish to decline paying the call now made, is at liberty to do so, within two weeks from this date, resigning his claim to any share of the materials and other property of the concern—That the committee be authorised to sell any part of the materials they may think proper—That another meeting of adventurers be held within six weeks in London.—The following is an extract of a letter from Capt. Buzzo, dated Cally Mines, April 25:—"At Cairnsmore, we are sinking the shaft on the lode referred to in my last. The lode continues to improve with an increase of lead as we proceed in sinking; and, as the water in this shaft is very little, I have thought best to put two additional hands here, making four men in this shaft. I set to them yesterday to sink at 2*l.* 8*s.* per fm. Costeaming some 60 fms. west of the above shaft, we have cut the same lode, and have sunk 4 or 5 ft. on it. The lode is much more promising here than in the foregoing shaft (the matrix for lead being very strong), and is composed of soft spar, mixed with white clay, with a bunch of gossan on the south side, from 6 to 12 in. wide, containing sulphur, copper, and spots of lead. We have seen 3 ft. from the south wall, but no appearance of the north wall. Two additional men are placed here, making four men in this shaft; also two other men to costean further west, where I am of opinion the lode is yet stronger as it approaches the valley. In the old mine (Black Cragg), I see some men are raising quantities of lead, not more than 4½ to 5 fms. below the surface, and of which they give Lady Maxwell 1-10th dues. By the foregoing arrangement, you will perceive we have removed six men from Cally Mine to Cairnsmore, as the indications in the latter place are much more inviting. I am, therefore, anxious to devote the greater part of my attention to Cairnsmore, and to this end am looking out for a house to remove my family here. It is pretty certain you will have to erect a water-wheel on the last-named concern in the course of this season, and it is fortunate we shall be able to convey a stream of water to the spot required at a small expense."

WHEAL MEXICO MINING COMPANY.

A meeting of adventurers was held at the New Inn, Callington, on Thursday, the 30th inst. GEORGE MASON, Esq., in the chair.

The usual preliminaries having been gone into, the PURSER (Wm. May, Esq.), presented his accounts for examination, and the CAPTAIN (William Knott), his report of the mine: from the agent's statement, the operations appear to present encouraging hopes of success—that the mine will ultimately prove a profitable undertaking; directing especial attention to the new copper lode discovered to the north of the former workings, from its close resemblance to the lode found so very productive in Wheal Gill, at the 16 fm. level—and, therefore, fully anticipates a good course of ore at about the same depth in Mexico. —A long conversation ensued as to the propriety of entertaining a proposal suggested for the extension of the present sett, by annexing the adjoining ground formerly worked by the late East Cornwall Company; but the terms submitted to the adventurers were of so extravagant a character, that they very laudably rejected the same.—The purser was highly complimented on the neatness and perspicuous manner in which the accounts were kept—whilst the captain fell in for a full portion of the same, for his general attention to the business of the mine, and steady conduct.—The following resolutions were then unanimously passed—Resolved, that the foregoing statement of accounts, being found correct, be allowed and passed—That a further call of 1*l.* per share be now made, to be paid, within 30 days from this date, into the Devon and Cornwall Bank, at Launceston—That S. B. Serjeant, Esq., solicitor, be deputed to endeavour to obtain, by legal process, the payment of back calls from two defaulters.—The statement of accounts laid before the meeting, show by balance from last meeting, 132*l.* 19s. 1½d.; calls and cash received for silver ores, 379*l.* 4s. 8d; discount on Mr. Snell's account, 2s.; calls paid at the meeting, 17*l.*; together, 529*l.* 5s. 9½d.; against which is, for Nov. cost, 84*l.* 12s. 5d.; Dec., 77*l.* 17s. 2d.; Jan., 1846, 75*l.* 17s. 5d.; Feb., 81*l.* 1s. 6d.; March, 67*l.* 8d.; Mr. Mares' account for castings, 20*l.* 15s. 9d.; estimated April costs, and merchants' bills outstanding, 110*l.*—making, 517*l.* 4s. 11d.; leaving balance onwards for May, 12*l.* 10½d.—The following report, from Capt. Wm. Knott, was read to the meeting:—"In the 20 fm. level west, since the commencement, we have driven 43 fms., and cut the cross-course, and driven north on it 4½ fms.; up to this time, we have not met with the lode; but, from the present appearance of the end, the lode appears to be very near—the ground being more favourable for driving, and also much water coming away; in the level above, we find the lode heaved north about 5 fms. On the copper lode, at East Cornwall, we have sunk a shaft 8 fms. deep—2½ of which is below the adit; we have also driven east about 13 fms.—9 fms. of which, the lode will average 1½ ft. big, composed of jack, good stones of copper, and occasionally stones of lead; in the bottom of the level, there is good saving work for copper. In about three or four weeks from this time, we expect to cut the lode at the 5 fm. level, below the adit; the small engine-wheel which we have erected to drain this lode, answers very well. We have from 15*l.* to 20*l.* worth of silver ores on the surface fit for the market, and also some tons of jack."

CHYPRASE MINING COMPANY.—A meeting of adventurers was held at the mine on the 1st inst., when the accounts, showing a balance of 355*l.* 19s. 10d. in favour of the adventurers, were passed; and it was moreover resolved, that a dividend of 30s. per 236th share was declared. The accounts for the three months ending March, including merchants' bills, showed an expenditure of 95*l.* 17s. 9d.; and the receipts for tin sold, 137*l.* 1s. 4d.; which, after deducting lords' dues, 85*l.* 16s. 2d., and carriage, 12*l.* 8s. 11d., gave a net return of 129*l.* 14s. 1d., or balance in favour of the adventurers of 34*l.* 16s. 4d., added to which balance in purser's hands, 8*l.* 3s. 6d.—making 355*l.* 19s. 10.; or a balance of 1*l.* 19s. 10d., after payment of the dividend declared.

CRADDOCK MOOR MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 30th of April, the accounts were presented, showing labour cost for Jan. and Feb., as 151*l.* 2s. 11d.; materials, 136*l.* 13s. 7d.; balance of last account, 7*l.* 1s. 9d.—together, 294*l.* 18s. 3.—By call made at last meeting 240*l.*: leaving balance against the adventurers of 54*l.* 18s. 3d.—The accounts having been allowed and passed, it was resolved that a call of 1*l.* per share be now made, payable at the Devon and Cornwall Bank.—The following report from Capt. James Nance, was read to the meeting:—The lode in the north shaft continues very hard, and our progress in sinking on it proportionably slow, being only 3½ fms. in the past two months. However, the lode has improved in appearance, and now contains a leading branch of ore, quartz, and fluor, 6 in. wide. On the middle lode, referred to in the last report, we have sunk 4½ fms., and find it composed of quartz, and prian, about 3 ft. in width; but have suspended operations on it for the present, in consequence of the influx of water, and have put the men to sink again on the south lode near the boundary. This lode still continues to shew very favourable indications, being spotted with ore throughout. Notwithstanding, our operations are progressing slowly, which must be expected in granite, we nevertheless cannot but congratulate the shareholders upon the additional value this mine is likely to obtain by the improved appearance of the north lodes in West Caradon coming west towards this sett, particularly the most northerly one newly cut within the last fortnight so very rich.

GONAMENA MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 4th April, the accounts were presented, showing the amount received by call at last meeting as 256*l.*; balance of last account, 116*l.* 14s. 8d. —together, 372*l.* 14s. 8d.—Labour cost for Jan. and Feb., 245*l.* 19s. 10d.; materials, 118*l.* 19s. 4d.—leaving a balance in favour of adventurers, of 15*l.* 15s. 1d. The accounts having been allowed and passed, it was resolved, that a call of 30s. per share be now made, payable at the Devon and Cornwall Bank.

HERODSFOOT MINING COMPANY.—A general meeting of adventurers was held at the mine, on Friday, the 24th ult, when the captain's report having been read and adopted, the purser's accounts to end of March—showing mine in debt, 1692*l.* 6s. 5½.; arrears of calls, 204*l.*—were allowed. It was resolved that a call of 5*l.* per share be made, payable immediately; and that the purser be authorised to take the necessary legal proceedings against defaulting shareholders, to recover amounts due. The following report from Capt. John Medlen was read to the meeting:—"Since the clearing up of the mine, we have driven the 52 fm. (and bottom) level about 20 fms., making in all, with the old adventurers' driving, 32 fms.; at each end the lode is 1 ft. wide, containing good stones of ore, but not rich. In the course of our driving north in this level, we have had very good stones of ore the whole of the way; in driving south, 11 fms. from the shaft, we discovered a shoot of ore, which lasted about 4 fms. in length, worth about 9*l.* per fm., which has evidently gone down. We have done but little at the other levels, except the 24 fm. level south, which we have cleared and driven 30 fms. to Windsor shaft. The men are now rising against the bottom of Windsor shaft; the lode in the end is about 1½ ft. wide, but rather poor. The lode in the bottom of the adit, south of Windsor shaft, is 4 ft. wide, composed almost entirely of gossan, with spots of ore. Windsor shaft has been sunk 1 fm. under the 14 fm. level, where there is at present a branch of ore of good quality, but we at present know nothing of its extent. We have a new pitch set, close to the north of this shaft in the hill, which will afford us a profit. Our engine-shaft has been sunk 5 fms. below the old adventurers' workings, in very kindly ground, and we purpose sinking 5 fms. deeper, and then driving to cut the lode—this we anticipate doing about the end of June. In the south valley we have commenced a shaft, and sunk 5 fms.; we intend sinking this 14 fms., and then driving to cut the lode; this we may calculate on finishing by the latter end of July. We have also cut a lobby and wheel-pit, and provided pumps, and the wheel will be set to work in about a week. As to the tribute ground, from the present appearances, we may safely calculate on rising sufficient ore to pay half the costs of the mine, and we anticipate in 10 weeks to have 300*l.* worth of ore for sale. My opinion is, that the producing ground is lengthening in depth, and the killas in the shaft in the south valley is of precisely the same character as that surrounding the richest part of the lode in the old mine."

LARKHOLES MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 1st May, the accounts were presented, showing the labour cost for two months as 169*l.* 3s. 8d.; materials, 44*l.* 13s. 8d.; balance of last account, 31*l.* 12s. 7d.—together, 245*l.* 9s. 11d.—By call made at last meeting, 200*l.*—leaving a balance against the adventurers of 45*l.* 9s. 11d.—The accounts having been allowed and passed, it was resolved, that a call of 1*l.* per share should be made, payable at the Devon and Cornwall Bank.

MARY CONSOLS MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 1st May, the accounts were presented, showing the labour cost for Jan. and Feb. as 482*l.* 16s. 7d.; materials, 946*l.* 9s. 1d.; balance of last account, 1229*l.* 12s.—together, 2658*l.* 17s. 8d.—By materials sold, 118*l.* 15s.; call made at last meeting, 1280*l.*; leaving a balance against the adventurers of 1260*l.* 2s. 8d.—The accounts having been examined and allowed, it was resolved, that a call of 5*l.* per share be now made, payable at the Devon and Cornwall Bank.—The following is the report read to the meeting:—"The mine is now drained, and two 12 in. plunger lifts with rods, stays, dividings, casings, and ladders, fixed to the depth of 55 fms. under the adit. One water-wheel drawing machine is at work in the eastern part of the mine, and the 36 ft. wheel drawing machine in the western part of the mine will be ready to work in a few days. We have also repaired three of the principal shafts (two in the eastern and one in the western part of the mine), which will command the whole of the levels in the mine for 250 fms. in length. There are three tribute pitches at work, and as soon as the stuff is cleared which is lodged in the different levels we shall be in a position to set many more pitches. We have at present one pair of shaft men, one pair of men driving east on the lode discovered in a cross-cut at the 25 fm. level in the old mine. It is 30 fms. south of the main lode, has only been seen in this one place, and we know not why it should not prove as productive as the main lode parallel to it. We have one pair of men clearing and securing the levels, and one driving to cut the great north lode at the 25 fm. level, which is supposed to be Wheal Sisters' lode. There are materials prepared on the mine for working the south Lampen lode. We are now in a position, from the efficiency of our machinery, to work the mine to any extent; and from the discoveries which are made on the backs of the parallel lodes, and taking into consideration the quantity of high ground to the west of the engine shaft, from the 80 to the 50 fm. level, over which great quantities or ore have been found, we think we are justified in saying this mine holds out very encouraging expectations. Should the shareholders think it more advisable to work the mine on a more limited scale, the working of the south mine may be delayed for the present; but, from the appearance of the lode in the adit, we are justified in recommending you to prosecute it with vigour, as there can be little doubt but that it would prove a good speculation.

SOUTH YEOLAND CONSOLS MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 30th ult., the accounts were presented, showing—Half of Yeoland Consols' costs for Jan. and Feb. as 152*l.* 4s. 1d.; balance of last account, 40*l.* 11s. 2d.—together, 192*l.* 15s. 3d. By call at last meeting 128*l.*—leaving balance against the adventurers of 64*l.* 15s. 3d.—The accounts having been examined and allowed, it was resolved, that a call of 1*l.* per share be now made, payable at the Devon and Cornwall Bank.—The following report, from Capt. T. Trelease, was then read to the meeting:—"In the last report, two months since, it was stated that Croker's shaft was sunk 50 fms. under the adit, and the pit-work nearly completed to the same, &c. Since that period, the said shaft has been sunk under the 50 about 2 fms.; but from an increase of water, by driving the 50 level, we were obliged to enlarge the pit-work; consequently, nothing has been done since as to sinking the shaft. Moreover, the shaft cannot be advantageously sunk with the present pressure engine before a further abatement of water. G lode, at the 50, is discovered about 3 fms. north of Croker's shaft, and extended on east and west of the cross-course; the former about 2 fms., and the latter about 3 fms. The lode consists chiefly of prian, mundic, and peach, rather in a broken up and confused state, averaging about 2 ft. in width. Doubtless, its character will prove quite different as it recedes from the cross-course, similiar to what it did in the levels above. The adit level is extended north of G lode above 100 fms., and about 15 fms. beyond the point where it was supposed Cock's lode would cross. As we have driven more than the latter distance through a large elvan course, I now repeat what I stated on the report four months since, that it is my opinion that Cock's lode is broken up, and divided into sundry branches of spar, &c., by the said course; especially so, as we discovered many such branches in our pursuit. It has, likewise, destroyed the cross-course, having no stain or trace of it at present in the end, but still continues a bed of elvan; thus it is possible that Yeoland Consols adventurers have explored their adit level a step or two north of Cock's lode, and, if so, in South Yeoland sett.

TOKENBURY MINING COMPANY.—At a meeting of adventurers, held at Liskeard, on the 30th of April, the accounts were presented, showing amount received for materials, 9*l.* 0s. 1d.; call made at last meeting, 640*l.*—together, 649*l.* 0s. 1d.—By labour cost for January and February, 296*l.* 2s. 1d.; materials, 106*l.* 9s. 6d.; balance of last account, 33*l.* 3s. 11d.; half of Yeoland Consols' costs, 152*l.* 4s. 2d.—leaving a balance in favour of the adventurers of 61*l.* 0s. 5d. —The accounts, having been examined and allowed, it was resolved, that a call of 4*l.* per share be now made, payable at the Devon and Cornwall Bank.—The following report from Capt. T. Trelease was read to the meeting:—"I herewith send you a rough report of the general appearances of this mine. At D shaft, the 20 fm. level is extended west on the course of D lode about 38 fms., the lode varying in this distance from 18 in. to 4 ft., and consisting of quartz, peach, mundic, gossans, and black, grey, and yellow copper ores. This end is progressing towards, and 60 fms. under, the superior back of gossans discovered near the surface, some 10 or 12 fms. beyond the present end. At the same level (20), E lode, situated about 12 fms. north of D, is extended on the east, since last report, about 14 fms., 10 of which have been more or less orey—a kindly lode, varying in size from 1 to 3ft. This lode is also extended a few feet (at the 20) westward, but as yet has not been productive of much copper ores. Crouch's shaft is sunk to such depth as to be now in a position to drive a 65 fm. level west to intersect the cross-course; from thence an end will be extended thereon in a southerly direction, for the purpose of cutting E 2, E 1, E, and D lodes. The distance to intersect the latter (D), which is the most southerly of the four, is, according to a rough calculation, about 64 fms.; and, on an average, the four lodes are about 16 fms. distant from each other. It is also under consideration to drive north on the said cross-course—say, about 35 fms., to cut E 4 lode; or, at all events, so far as to discover the both portions of E 3 lode, east and west of the cross-course. The 55 level is above 2 fms. west of the above cross-course. The lode therein at present produces ores of good quality—especially on the north part. The 42 fm. level is driven west of Crouch's shaft about 25 fms. Of late the lode has increased in size, and also improved in quality; and at present produces good stones of yellow copper ores."

WHEAL PENROSE MINING COMPANY.—At a meeting of adventurers, held at the account house, the accounts from the end of March, 1845, to the end of Feb., 1846, having been examined and allowed, the following report from Capts. J. Vivian, M. W. Martyn, and W. Treweek, was read:—"We have this day inspected Wheal Penrose Mine, and find that the 18 fm. level has been driven south from Plomer's shaft, through poor ground, for 56 fms. In July last, it was seen that the bunch of lead was some fathoms on, and the working in the 18 fm. level being so near the sea, it was deemed necessary to draw the water to the bottom of the mine—viz., the 34 fm. level in Crosby's shaft. This level has now been driven on the course of the lode, 85 fms. beyond the 18 fm. level, and has completely proved the ground, and shown the failure of the course of lead which was seen on the sea beach, and which induced the present adven-

turers to continue the working the mine. From the extent of ground which has been opened, and the poverty of it, and the present unpromising appearances, we advise that the mine should be stopped as soon as possible."—It was then resolved:—That this mine be stopped accordingly, from the end of this month, and that the materials be immediately drawn up and sold by auction. —That the purser be requested to close the accounts of the mine with the least possible delay, and to pay off the balance due to the Rev. Canon Rogers, for the purchase of materials, out of the first moneys coming to his hands; and that the purser be, and he is hereby, required, to take immediate steps for the recovery of all moneys due to the mine.—That the thanks of the adventurers be given to the purser for his past services.

West Caradon Mining Company.—At a meeting of adventurers, held at Liskeard, on the 4th April, the accounts were presented, showing amount received for copper ore, 6664*l.* 8s. 8d.; for materials, 40*l.* 8s. 7d.; balance of last account, 2860*l.* 5s. 11d.—together, 9565*l.* 3s. 2d.—The labour cost for Jan. and Feb. was 2707*l.* 15s. 11d.; materials, 1174*l.* 19s. 11d.; lord's dues, 415*l.* 12s.; dividend paid March 1, 1920*l.*—leaving a balance in favour of the adventurers of 3346*l.* 15s. 4d.—The accounts having been examined and passed, it was resolved, that a dividend of profit of 7*l.* 10s. per share be now declared, payable at the Devon and Cornwall Bank.

Wheal Henry Mining Company.—A meeting of adventurers was held at Farquharson's Hotel, Truro, on the 28th ult., when the accounts for February and March, amounting on the Dr. side to 538*l.* 9s. 8d.; which, after deduction on coals supplied by the Portreath Company of 7*l.* 5s. 3d., shows a loss of 531*l.* 4s. 5d. Instructions were given to collect the balance, and power given to Messrs. Stokes and Simmons to proceed against the defaulters. Four men were ordered to be employed in working the mine on Goodluck lode; it was also resolved, that the purser's salary be 2*l.* 2s. per month, and that of the captains 1*l.* 1s. each. The value of the materials was reported by Captain Kitto as being 880*l.*

Wheal Pencorse Mining Company.—At a meeting of adventurers, held at the Plume of Feathers Inn, Mitchell, on the 28th April—adjourned from a meeting held at the Red Lion Hotel, Truro, on the 20th Feb.—the accounts were presented, showing mine cost from Nov. to March inclusive, 354*l.* 8s. 4d.; by cash on balance account, Nov. 24, 2*l.* 7s. 10½d.; cash received for calls, 221*l.*; due, 40*l.*—leaving balance against the mine of 131*l.* 5½d.—It was then resolved, That Mr. M. S. Bassett should out look for, and procure, an efficient agent to manage the mine, subject to the approval of this meeting—That Capt. R. S. Bryant, who was requested to superintend the mine by Mr. M. S. Bassett, be allowed 2*l.* 2s. per month for his past services, and that he continue to superintend the mine at the same salary, until the next meeting of the adventurers—That the accounts having been seen, be allowed, errors excepted; and that a call of 1*l.* per share be made, and paid to the purser immediately, to liquidate the present debt of 131*l.* 5½d., and for the further prosecution of the mine; and that the purser be requested to make immediate application to those adventurers who have not paid their calls, that they pay them forthwith.—The following report, from Capt. R. S. Bryant, was then read to the meeting: —"The adit, on Carne's lode, driven east 21 fms.; ditto west, 26 fms.; ditto east on the caunter, 2 fms.; ditto on a lode cut in the end on the caunter, 8 fms.; ditto on the caunter south from Carne's lode, 6 fms. 3 ft.—total, 63 fms. 3 ft. Soon after your last meeting, we had some good stones of lead on Carne's lode east, at which point it appeared to have split; but on driving 6 fms. on the part going off southerly, I am persuaded it must be the caunter lode passed to the south of the former, from this (the caunter); there is also a branch off easterly, which, in all probability, is part of Carne's lode. In the adit end from where the caunter passed it, the lode has been small, composed of flookan, from 3 to 6 in. wide; at present it is about 6 in., and has a more kindly appearance than for some time past—resuming its former character, flookan, intermixed with jack and mundic; in the adit, west on this lode, we have so far failed to cut the north and south lode spoken of in my last; the one on which we have been driving has been large, and for the last 3 to 4 fms., 2 to 3 ft. wide—flookan, jack, mundic, good stones of copper ore, and lead intermixed, a very promising lode; in driving east, on the caunter, we intersected a lode bearing about south-west, crossing the former; thinking whether this might not be the lode on which the adit was driving west, we opened 8 fms. on its course—being unproductive, it was discontinued. I would recommend that the adit be driven east on Carne's lode, and also that a cross-cut be driven south, to prove if there exist any other lode in that direction, and that it be opened somewhere about the centre of the bunches of jack—the lode in these places having also yielded good stones of lead. Could there be another lode found within a reasonable distance, it would greatly enhance the value of the concern, as that, and Carne's lode, might be worked with the same machinery; and it is my opinion that the latter is well worthy of further trial in depth."

Wheal Sisters Mining Company.—At a meeting of adventurers, held at Liskeard, on the 1st inst., the accounts were presented, showing amount received for copper ore as 658*l.* 12s. 8d.; balance of last account, 240*l.* 5s. 9d.—together, 898*l.* 18s. 5d.—The labour cost for Jan. and Feb., was 703*l.* 18s. 11d.; materials, 102*l.* 19s. 7d.; lord's dues, 38*l.* 3s. 3d.—leaving balance in favour of adventurers of 53*l.* 16s. 8d. The accounts, having been examined, were allowed and passed.—The following report from Capt. James Nance was read to the meeting:—In the 51 fm. level end east, the lode is about 4 ft. wide, containing a branch of ore 18 in. wide; the remaining part of the lode is composed of peach, quartz, and mundic, spotted with ore. In the western end at this level the lode is at present poor, but we anticipate it will soon improve as it approaches under where we had a course of ore in the levels above. In the 41 fm. level east, the lode is about 2 ft. in width, with good stones of ore in it; and in the back stopes behind this end, the lode is about the same width, including a branch of ore 18 in. wide. Judging from the present encouraging appearance of the lode, both in the 51 and 41 fm. levels east of the shaft, it can hardly be doubted that it will be productive of a great deal of ore. The lode has assumed nearly a perpendicular position, which is considered a very favourable indication; and the ore being discovered in each level about the same distance from shaft, shews it to be a shoot or course of ore, and not a mere patch or bunch. The lode in the 31 fm. level end is large but poor. In the back, 4 fms. behind this end, there is a pitch working at 12s. in the 1*l.*; and 8 fms. to the west of it another pitch at the same tribute. In the stopes, in the bottom of this level, the lode is about 3 ft. wide, of average quality, but not so good as last reported. In the back of the 41 west of the shaft, there are also two pitches working at 12s.; and one in the back of the 31 at 13s. 4d.

Wheal Trelawney Mining Company.—A meeting of adventurers was held at Liskeard, on the 28th ult., at which the accounts were submitted, showing the amount received from sales of ores, March 12, as 2123*l.* 9s. 8d., which with balance in hand, 322*l.* 11s. 4d., made available assets of 2446*l.* 1s. The costs for Jan. and Feb. were 528*l.* 0s. 2d.; merchants' bills, 176*l.* 10s. 3d.; lord's dues, 137*l.* 1s. 4d.; dividend of 4*l.* per share, now declared, 1040*l.*, leaving balance in purser's hands of 564*l.* 9s. 3d. The following report was presented:—"The lode in the 32 fm. level, south of the shaft, is 4 ft. wide, and worth 25*l.* per fm.; in the same level north it is 3½ ft. wide, and worth 25*l.* per fm.; this level is driven on the lode about 7 fms. Our sumpmen are preparing to sink under the above level, and we calculate it will take us from six to seven months to cut the lode at the 42 fm. level. The lode in the 22 fm. level north is 3½ ft. wide, and worth 20*l.* per fm.; this level has been driven north and south on the lode about 110 fms., through a very productive lode; we have 20 men employed in stoping the back of this level; in a winze, sinking below this level, about 20 fms. south of the shaft, the lode is 3 ft. wide, and worth 20*l.* per fm.; after this winze is holed to the 32 fm. level, we hope considerably to increase our returns. The lode in the 12 fm. level is 2 ft. wide, worth 9*l.* per fm.; we have six men stoping the back of this level. In conclusion, allow me to congratulate the shareholders on their possessing a good mine."

Wheal Trewavas Mining Company.—At a meeting of adventurers, held at Helston, on Monday, the 4th inst., the accounts were submitted, showing the cost incurred for the months of Jan. and Feb. last is 142*l.* 6s. 2d., and the ores raised within the same months, which have been sold but not credited in cost-book, in consequence of the money not received, amount to 77*l.* 14s. 8d.—leaving a balance of 65*l.* 11s. 6d. loss on these months.—The following report from Capts. N. and J. Vivian was read to the meeting:—"The 96 fm. level, which is the bottom of the mine, is extended beyond the diagonal shaft 20 fms., and 20 fms. east of this point there is a winze from the 85 to the 96, and 2 fms. driven west from it, and there is, consequently, 18 fms. to hole. There is also a winze beyond the winze referred to, and two pitches at work in the bottoms, all of which points are poor. It seems unnecessary to enter into any further detail, as all the levels in the mine are driven into poor ground, and we do not mark any improvement in the prospects of any other operation now carrying on. The lode has most decidedly failed as the mine has deepened, and your present proceeds will not meet the expenditure of the mine by at least 250*l.* per month."—It was then resolved:—That Trewavas Mine be immediately stopped, and that the materials be sold by auction by Mr. Edsall, of Truro, taking away only such ore as will pay, and can be taken out without delaying the sale of materials.—That Mr. Plomer, Mr. Tweedy, and Mr. Kendall, be appointed a committee for winding up the affairs of this mine, and that all moneys received on account of the mine be paid to their credit at the Union Bank, Helston, and drawn out by check signed by them.—That the above committee be requested to ascertain the state of the accounts between the late committee and this mine, to the end of January last.

[FROM CORRESPONDENTS.]

Condurrow.—There is here a course of ore in both ends, at the adit level, on the Landower lode. Cross-cuts will be put out at lower levels, and the mine holds out much promise.

Holmbush Mine.—A further call has been made on the shares in this company, which becomes due on the 8th inst. We were in hopes ere this there would have been a change, and that dividends would again be payable; if the information, however, received from the county be correct, the former will, at least for a time, exceed the latter.

George and Charlotte.—This mine is situate between the Rivers Tamar and Tavy (near Maswellham), extending on the line of the lodes upwards of a mile, and the limits from north to south are about 400 fms., comprehending several very promising lodes. The report states, that the adit level has been driven east from the river about 90 fms.—that in the last 10 fms. the lode has greatly improved in appearance—and that the end will yield 2 tons of ore per fathom, worth 6*l.* or 7*l.* per ton; at the surface, about 30 or 40 fms. before the present end, are old workings, from which considerable quantities of ore have been risen, and some very recently; in driving the present end east, about 40 or 50 fms., there will be a back of 70 or 80 fms. The mine possesses great facilities for working from an abundant water power, &c., and also the local advantage of lying close to the water's edge; at the eastern extremity of the sett is the old mine of William and Mary on the same lodes, and which is considered a very promising piece of ground.

Lostwithiel Consols Copper and Lead Mines.—These mines are situate in the parish of St. Winnow, near Lostwithiel, in the county of Cornwall, and are held under grants from the Duchy of Cornwall, Lady Agar, and Colonel Carlyon, at 1-15th dues, for terms of 21 years. The sett extends upwards of 700 fms. east to west, on the range of the lodes, and about 600 fms. north and south. Eight lodes have been discovered, six of which take a direction east and west; one being a north and south lode, and the other a caunter lode, on the course of which an adit has been driven 105 fms., and good copper ore obtained, producing 22½ per cent. of fine copper, and also copper ores, containing 10 per cent., and 50 ounces of silver to the ton. By continuing this adit level south, several lodes will be intersected at depths varying from 20 to 40 fms., and at which points, judging from present appearances, it is expected copper ores of a good quality will be obtained, and satisfactory reports, we understand, have been received from Capts. John Offord, and R. Rodda.

Marke Valley.—The engine-shaft is completed to the 80 fm. level, and a cross-cut in course of driving, to take the lode at that point, which is expected to be intersected about 3 fms. further driving. The prospects of the mine are improving, and it is expected, from the change of ground, that the lode will be found in solid granite, which has not been seen under the 65 fm. level (below the adit); and there is but little doubt a richer course of ore will be the result, as the neighbouring mines have hitherto proved rich in granite. The present returns average 200 tons per month, which are sold by private sampling.

Pennant Lead and Copper Mining Company.—The following are the reports of Mr. Charles Dean and Mr. Thomas Kitto, jun., as referred to in our last week's Journal:—"This mining sett is situate on the north-western side of the River Dovey, in the vale of Llanymowddwy, and extends over about 900 acres. The mountains, which comprise this sett, are from 1000 to 2000 ft. high—affording, consequently, the most favourable opportunities for draining the mines by means of adits or levels; while at the Waterfall, on the Llaithnant (*alias* the Milk Stream), an adit may be driven which will cut the lodes Nos. 13, 14, 15, 16, and 17, 1000 ft. below the top of the mountains; and, as these lodes make copper and lead on the surface, where the backs protrude, very important results may be anticipated. This was the case at Cowarch Mine, where, in driving an adit 180 fms., five valuable lead lodes were discovered—three of which from the bearings of the compass, run through this sett—viz., Aaron's, No. 11, which produces lead on the surface, and Whittington's lodes, which I have not hitherto had time to examine on the backs. The strata is very favourable for mining—the ground not being too hard, and yet sufficiently so to stand without the support of timber; but in case timber should be wanted in driving through the alluvial deposits, at the commencement of an adit, it can be had on the spot very cheap. There is unlimited water power, which commands every sett, sufficient to sink the mines to any depth, and for the purpose of crushing, stamping, and rendering ore marketable. This desiderata greatly enhances the value of this extensive sett. In Cornwall, where such facilities do not exist, extensive steam power is requisite. A turnpike-road traverses the sett from north and south, parallel with the River Dovey, following its course to the shipping port of Derwen Las, which is navigable for vessels of 100 to 150 tons. The lode No. 14 has proved very rich to the east of this sett, and its peculiar geological formation—situate between a north wall of mountain limestone, and a south wall of micacious shell formation—is sure to produce abundance of lead and copper; the back of this lode is marked, for many miles through the country, by a course of brown umber, mixed with cinabar and crystals of lead and copper. There are two points particularly favourable for opening this lode—viz., at the Waterfall, and also at the end of the Pumrhyd Valley.—Charles Dean."—"I herewith send you a report of Pennant Mine, carefully surveyed, as follows:—There are several large champion lodes of very promising character, and likely to produce large quantities of rich lead ore. The first lode the deep adit level cross-cut will intersect, is from 3 to 4 ft. wide, composed of gossan, soft spar, prian, carbonate of lime, flookan, with lead of rich quality. The strata, or country, is soft killas, very congenial to produce large quantities of lead ore. The underlay is moderate, about 12 in. in a fathom; underlaying south, driven about 9 ft. on this lode, and about 100 fms. up from the brook, and about 30 fms. higher than the present deep adit is driving, and will intersect the before-mentioned lode. The second lode is large, from 4 to 5 ft. wide, composed of gossan, prian, soft spar, a little killas, flookan, carbonate of lime, with stones of rich lead ores, and the ground about the lode is of very kindly killas for lead in large quantities. There is also another very large lode, parallel with the before-mentioned lodes, of very promising character—lode from 7 to 9 ft. wide, composed of very fine gossan, soft spar, prian, flookan, carbonate of lime, killas, &c.—everything in its favour for making rich lead in large quantities. From the surface appearances, I have not got the least doubt but what there are several other lodes the deep adit level will intersect, as well as the lodes I have mentioned, and no doubt will prove equally productive. This is a sett worthy of a large capital; although I do sincerely believe it will not be required to bring the deep adit level, or to intersect the whole of the lodes, and also to bring into a profitable state of working, and to make her a good mine.—Thomas Kitto, jun."

Perran Wheal Virgin.—An improvement has taken place here; a lead lode having been discovered within 2 ft. from the surface, holding out prospective advantages. The shares, quoted at 20*l.* to 25*l.*, are said to be in demand.

Wheal Crebor, situated near the mouth of the tunnel of the Tavistock Canal, was worked about 20 to 35 years ago, and produced immense quantities of ore. It was always believed that there was a lode lying south of the one which proved so productive in the late working, and within no great distance of it; and, although cross-cuts were put out from the old mine at almost every level, they failed to meet with any. About 12 months ago, this mine was re-opened by the present company, to the depth of 24 fms. under the adit, partly with the view of seeking for this lode; and the adventurers have succeeded in finding the lode at the 12 fm. level, varying in size, from 5 to 6 and 7 ft. big, with fine stones of ore in it, and much resembling the north lode which made the great deposit; a cross-cut is being put out at the 24 fm. level, with the view of seeing the lode at this level. This is considered by everybody a very good speculation; it being a parallel lode to the one which was so very productive, and one which, should it prove productive, may be so speedily and inexpensively wrought. Here, too, there is ample water power; the sett is very large with many and very promising lodes in it.

Wheal Shepherds.—The mine is looking exceedingly favourable, and there is every indication of its being a good one. Several shares have lately changed hands—the interest being mainly held by parties in Cornwall. I am given to understand, 15*l.* was the last price paid.

Mineral Fields in Scotland.—We are given to understand, that, during the last few months, some leading proprietors of the south-eastern district of Ayrshire have been engaged in exploring a mineral field near to Dalmellington which promises to rival in extent and richness even the celebrated Airdrie district. The minerals already discovered are coal, ironstone, lime, sandstone, and slate—all in great abundance. The carboniferous strata extend for about seven miles on both sides of the Doon, whose "banks and braes" are thus found to possess a new value, of which the poet little dreamt. The sections which have been made in the coal formation exhibit a depth and thickness altogether unprecedented. The blackband is found in seams of two and a half feet thick, and about six miles in length; and we understand that it lies so near the surface, that it may be worked for many years without drainage. Considering the greatly increased value which iron may be expected to bear for many years to come, we are not surprised to learn that the newly-found treasures have already attracted the notice of the capitalists who are engaged in this branch of commerce. It is currently reported that Messrs. Houldsworth, of the Coltness Iron-Works, have become the lessees of the minerals on the estate of Colonel Macadam Cathcart, of Craigengillan, at the highest rent ever paid in Ayrshire, with the view of immediately erecting furnaces on the spot for the manufacture of pig-iron. The projected line of the Ayrshire and Galloway Railway, from Ayr to the Solway, traverses the valley of the Doon, and, consequently, intersects the mineral district before referred to throughout its whole extent; and we observe that the promoters have published, for the information of the shareholders, a report by Mr. Williamson, the celebrated mining engineer, detailing these important discoveries, which promise to render their undertaking one of the most useful and remunerative in Scotland.—*Inverness Courier.*

Wrexham.—The trade in the mining districts around this town is active, many of the mines going day and night.—*Liverpool Mercury.*

William Llewellyn, Esq., has kindly and liberally afforded his workmen employed at the Aberdylais Tin Works, an opportunity of devoting their leisure hours to the cultivation of musical taste, by presenting them with a complete brass band. He has, likewise, employed Mr. Davies, a well-known performer on wind instruments, to teach them.—*Cambrian.*

Messrs. Smith and Roberts, of Truro, solicitors, are appointed stewards of the Manor of Arwenack (Falmouth), by the Rt. Hon. Lord Wodehouse. T. Bottrell, Esq., of Truro, is to reside at Arwenack, as representative of those gentlemen.

Madrid and Valentia Railway.—Mr. James Stovold, engineer, left London, on Saturday last, for Spain, to make a practical survey of the first section of the line between the towns of Valentia and San Felipe.

WHEAL VENLAND MINING COMPANY.

Sir,—Observing, in your Number of the 2d inst., a letter relative to Wheal Venland Mine, signed "An Adventurer," reflecting on the course taken by a London shareholder with respect to this concern, and also containing erroneous statements regarding its progress, calculated to damage the mine in the estimation of the public; for the information of your readers, and in justice to the adventurers, I submit the following remarks for insertion in your Journal. The "adventurer" who has thus come forward, professedly "to arouse the adventurers to inquire into the state of the mine," and who dates his communication from Liskeard, has exhibited much ignorance of its progress for one living in its immediate vicinity. He tells us that, in the early stage of this mine, "many men" were employed on it; my first visit to Venland was about six months after the sett had been taken, and certainly there was then no appearance of such having been the case. At this time, I became a large shareholder, and being thus interested, have had my attention closely directed to its progress, but at no time have I been aware that many men were working upon it—the infant state of the mine has not required it. If calls are any criterion to judge by in this respect, it coincides with what I state. When your readers are informed that during the first 15 months no more than 200*l.* had been expended in the sett, but that the outlay for the last 12 months has been about 1000*l.*, they will judge for themselves of the correctness of our "adventurer's" statements. His remarks with respect to the late purser are ill-judged, and exhibit a want of feeling with regard to him; as his letter is dated from Liskeard, he ought to be aware that circumstances, of which the public are now cognisant, made the step taken in a change of the pursership a necessary one. The remark that this was opposed by all present is inconsistent with fact. I am not ashamed to acknowledge that, seeing a majority of the shares were held by parties residing in and near London, that I did propose that a committee of some of them should be appointed to *co-operate* with the Liskeard committee of management, which was *unanimously* agreed to, and which consists of five shareholders. Here, again, the "adventurer" has conveyed a false impression, by intimating that the appointment of the London committee *superseded* the Liskeard one.

"We have now seldom a meeting," he says. If meetings are not held as often as the circumstances of the mine require, it is the fault of the shareholders of the vicinity, and not those of London; no obstruction to call a meeting has been offered by the committee here at any time. One of the grave complaints to which the notice of the Venland adventurers is called, is the fact, that I did not, when in Liskeard, a short time since, "condescend" to call a meeting. I confess I was not aware that any individual shareholder had this power; but, if this be the case, why has not this adventurer been consistent with his professed anxiety for the welfare of the mine, and himself called one? However good the intentions of this writer may have been, it is evident that he labours under considerable confusion of intellect—his letter is a proof of it. He tells us, that last year, "a gentleman from London," called a meeting, which is incorrect—alleges that it was an illegal one, and, in a few lines after, complains that it was not repeated! The prospects of Venland Mine are considered to be very good, and there are few companies more respectable; and, although every attention, I believe, has been given to economy, and the enterprise proceeded in with caution, yet no mine in the neighbourhood has been worked, or is there one in which so much has been accomplished with the present outlay of capital.—A London Adventurer: *London, May* 6.

HOBB'S HILL MINE.

Sir,—I should feel obliged by any of your correspondents forwarding some particulars of this adventure, which is situated in the parish of St. Neots. Perhaps some one resident in the district, or interested in the mine, will send a few lines, informing me and friends, whether she is at work now; and, if so, is she doing any good; or, as far as can be learned, likely to do so? Exetes.

St. Hillier's, Jersey.

REMEDY FOR CHOKE DAMP IN MINES.

Sir,—"S. P." has sent you a remedy for choke damp in mines, which consists in boiling water being placed about the suspected part of the mine—the steam from which, in its dispersion, combines with the carbonic acid gas, and, by its condensation, no mixture with atmospheric takes place. Well, allowing all this to be true—with the exception of strong doubts on the subject—there would necessarily be some smoke formed by boiling the water—would there not?—and I should conceive such a smother of smoke and steam mixed, that nothing alive could stop near the place—while to work in such a place would be quite out of the question. "S. P." must recollect, that it is for want of air to carry it away that choke damp is formed in mines—therefore, there would not be any air to carry away the smoke and steam. If it was convenient to get air to such places, there would be no other remedy wanted.

Blaenavon, May 4. Thomas Deakin.

MINE ACCIDENTS.

A meeting of the inhabitants of Dudley took place, on Monday last, for the purpose of examining into the causes of the many explosions which have of late taken place in that district, and which had been attended by the loss of so many lives. There were a great number of colliers present. Amongst others who addressed the meeting, was Mr. Samuel Cook, who dwelt at some length on the many causes from which explosion takes place: he said, the proper construction of the pit itself was very essential for the prevention of accidents. Proper ventilation was necessary for a pit to be worked with any security. He urged that proper attention shall be paid to the safety lamps, which, by all means, ought to be kept in repair. The carelessness of the miners themselves was another cause of the many accidents which happen, as in the case of the unfortunate William Jones and others. It was eventually agreed to appoint a committee to inquire into the subject, and apply to Parliament, if necessary, for the appointment of some scientific men to inspect the pit from time to time, and the mode of working.

Messrs. Bagnall and Sesson's Colliery, Tividale, near Dudley.—An explosion took place here, by which J. Oliver was killed, and J. Stokes, G. Wilkinson, W. Beddall, J. Alldridge, and Hezekiah, were burned. The accident was occasioned by Stokes imprudently going into a new working with a naked candle. —Another calamity occurred, in the same pit, from a fall of 10 or 11 tons of coal, while the men were at work, by which one of the poor fellows was buried.

Mr. Bagnall's Colliery, near the Waterloo Furnaces, Darlaston.—W. Nash was dreadfully injured from being buried by a fall of coal while at work.

Newport.—T. Jones was killed, while working for Mr. N. Rees, Bedwelty.

New Slopes Level, Blaenavon.—G. Crumps was killed by the falling of a quantity of mine at these works.

Blaenavon.—A deplorable event occurred here to J. Speak, who was killed by a mass of stone falling upon him; it appears that Speak's wife, who occasionally assisted him, was present, and, at his request, endeavoured to remove the stone, but, from its great weight, she was unable to do so, and had the painful sight of witnessing his death in consequence.

Swansea Coal Company.—J. Evan was killed in the Cwm Level Colliery.

Staveley Coal-Works.—W. Wareham was killed while following his employ.

Restormel Iron Mine.—A quantity of rock and rubbish fell in while the men were at work, by which E. Vincent was killed, and several others injured.

Stipendiary Magistrate for the Mining District.—We understand that Mr. Serjeant Allen is a candidate for the office of stipendiary magistrate for the mining district of South Staffordshire, the salary of which is 1000*l.* per annum. The magistrate will have the appointment, as clerk, of an attorney of not less than seven years' standing, at a salary of 350*l.* per annum. The district includes Kingswinford, Rowley Regis, Sedgley, Wolverhampton, &c.; but in certain cases, such as riot, prize-fighting, or unlawful assembling, the jurisdiction of the magistrate extends to any other part of the county of Stafford. He must reside in Wolverhampton, and attend each week two days at Wolverhampton, one at Bilston, one at Wednesbury or West Bromwich, alternately one at Kingswinford, or Wordsley, alternately, from 10 to 4. In order that the justices at present acting in the district may hold more frequent sittings than those fixed by the act, *they* may appoint a clerk in *each* of the parishes, townships, and places, with salaries not exceeding 50*l.* per ann. for each clerk; and all *fees* and money received by the clerk to the stipendiary magistrate, and the clerks to the county justices respectively, shall be carried to the *fee* fund, which shall be placed in some bank in Wolverhampton, to the credit of the treasurer to be appointed, who shall give security. The aforesaid fees shall be applicable to the payment of the salary of the stipendiary magistrate, the clerks, and treasurer, the expense of obtaining the Act and in purchasing lands, buildings, rooms, offices, lock-up houses, &c. Clerks are disqualified from acting as attorneys in any case brought before the justices for whom he acts, and any clerk who shall offend against this enactment is liable to the penalty of 50*l.* The stipendiary justice may appoint one or more constables in each parish of the district, to take recognisances without fee or reward, for the appearance of any person taken into custody on any charge not amounting to *felony*; and if the person liberated on such recognisances do not appear on the day appointed, the said recognisances shall be returned to the quarter sessions. The money necessary for carrying out the provisions of the Act to be raised by a county rate not to exceed 2d in the 1*l.*; but in parishes requiring building, lock-up, &c., the justices are empowered to levy rates to any amount not exceeding 4d in the 1*l.* in any one year, on receipt of requisition from five rate-payers, *assessed after the expiration of three years from the passing of the Act*, who are liable to be rated for the purposes of the Act to the amount of 20*l.* each, or upwards; but no such increased rate to be assessed. *All fines, penalties, and forfeitures, imposed by the stipendiary justice, either alone or with a county justice, shall be paid to the treasurer in aid of the county rate*, excepting such fines as are payable to informers or parties aggrieved.—*Birmingham Journal.*

Died.—On the 1st inst., at Menadews, near Truro, in the 39th year of his age, Mr. William Gill. Deceased was well known in this county, as being connected with the mining interest. He was purser of that promising adventure, Wheal Andrew and Nangiles, and in every capacity discharged the duties that devolved upon him with ability and strict fidelity. By his family especially their loss will be deeply felt; while, by all who knew him, his memory will be long cherished.

MINING IN THE FOREST OF DEAN—CROWN RIGHTS.

VICE-CHANCELLOR'S-COURT, MAY 8.

THE ATTORNEY-GENERAL *v.* JACKSON.—This information sought to enforce a parol contract alleged to have been entered into by the defendant with the commissioners appointed under the Dean Forest Act (1st and 2d. Vic., c. 43), whereby he agreed to pay 4d. a ton for all minerals worked by him in a mine or pit in the Forest of Dean, prior to July, 1841; and it prayed that if the agreement could not be enforced, the defendant might render an account of, or pay her Majesty a compensation for, the minerals which he had worked, both before and since the award of the commissioners. It appears that the mines and minerals within the Forest of Dean have been worked by persons born within the district, called free miners, subject to the right of the Crown to put into every mine the fifth man, or, in other words, to receive the fifth of the produce of the mine; but this right seems to have been in general commuted for a trifling money payment—sometimes 10s., at others a guinea. The object of the Act of Parliament above-mentioned, was to regulate the future enjoyment and management of the mines, and commissioners were appointed to make an award for this purpose within three years from the passing of the Act. Shortly before making this award they wrote to the defendant, who is a free miner, and requested him to render an account of the past workings of his mine, and to pay at the rate of 4d. a ton for the quantity worked. The son of the defendant, who is also his agent, called upon the secretary of the commissioners, and represented that the defendant had been hitherto unable to obtain the necessary accounts, but that he should comply with their demand. The award was made on the following day, but the accounts and the payments promised by the defendant's son have been withheld.

His HONOUR observed, that the defendant resisted the prayer of the information on the following grounds:—First, he said that no such agreement as that suggested had ever been made by him or on his behalf; secondly, that if any such agreement had ever been made by his son, it had been made without his authority; thirdly, that, supposing the court were against him on the first two points, the performance of the contract could not be enforced against him in this or any other suit; and he also resisted the alternative relief prayed for in the information. As to the question, whether there had been any agreement, the question was, had it been proved or not?—and his Honour, after referring to the situation of the parties, and examining the provisions of the Dean Forest Act, with a view of defining the extent and scope of the powers conferred on the commissioners, held that the question should be answered in the negative. He was also of opinion, that the son had not been proved to have been the authorised agent of his father. He observed, also, that no evidence whatever had been produced to show that the defendant was, during the transaction, personally cognisant of it. Nor could the award be set aside. The defendant was, by the terms of the Act, entitled to be included within it, and the commissioners had no power to make a new one. He did not think that his decision would operate injuriously on the rights of the Crown. The defendant's liability to the Crown would remain as it had been originally; and the Crown might recover its rights, if it had any. He proposed, therefore, to retain the bill, with liberty for the Attorney-General to establish his legal rights by an action at law.

COAL MINERS' STRIKE.—The thick-coal miners held a meeting on Thursday, on Hately Heath—they were afterwards joined by the thin coal miners, who are also on strike, and, after some discussion, it was resolved, that, in order to keep the supply less than the demand, they should, in future, abstain from working on the Thursday in each week; about 300 were present.—A Birmingham correspondent states that the ironmasters not only refuse to accede to the terms on which the miners offer to resume their work, but are acting in concert, with a view to keep the present stocks low enough to maintain current rates for iron. Some of the largest manufacturers have already determined to blow out a few of their furnaces. In these circumstances, there is reason to fear that the miners now out on strike will have much less demand for their labour than is sufficient to enable them to sustain the rate of wages at which they struck.

WEST INDIA MAIL.—The Royal Mail steamer *Medway* arrived at Southampton, on Wednesday, with the usual West India and Mexican mails, and bringing an extensive and valuable freight, consisting of $289,580—including $86,003 from VERA CRUZ, and $16,000 from Tampico, on account of Mexican dividends; 220*l.* 2s. 6d. British coin; $120,603 in gold dust and gold; 657 ozs. gold; 750 ozs. silver; 12 lbs. platina; &c. Her dates are—Honduras, March 20; Tampico, 22d; Chagres, 28th; Carthagena, 30th; Vera Cruz, April 1; Demerara, 3d; Trinidad, 5th; La Guayra, 7th; Jamaica, 8th; Barbadoes, 8th; Grenada, 9th; Havannah, 10th; St. Thomas's, 14th; Bermuda, 22d.

MEXICO.—We extract the following from a private letter:—The exportation of silver in bars is prohibited, but various Governments have had recourse to this expedient in order to raise money. When the circulation and export duties on dollars were 5½ per cent., the Real del Monte Company paid 8 per cent. for a license to export silver in bars. The duty on dollars is now 10 per cent., yet the present contractors pay only 9½ per cent. for their license. The Mint of this city will, of course, be injured by the loss of the coinage of this sum; but that establishment has long been in a declining state; and a deficit is known to exist in its funds, which occasioned serious alarm to persons sending silver there. The concern will probably pass ere long into the hands of the Anglo-Mexican Mint Company.

GUERNSEY GRANITE.—A large quantity of broken granite is at the present time being imported from the Channel Islands, more especially Guernsey. No less than seven vessels arrived in the River Thames, and reported at the Custom House on Thursday last, laden entirely with granite stone, in a broken state—having, together, 1185 tons of the article on board. On Saturday four vessels arrived from the same place, similarly laden—having, collectively, 584 tons of the article. This granite is imported from the Channel Islands, to be used as curbstones, and for other road and paving purposes. Four vessels also arrived on the same day from Caen, in Normandy, with 119 blocks of granite stone, in a whole state, for similar uses.

WORKS OF THE CALEDONIAN RAILWAY.—With reference to an article, which has appeared in several papers, we are happy to learn, that the works upon the Caledonian Railway are in active progress along its whole extent, and that there are at present upwards of 7000 men employed on the line. Messrs. Brassey, Mackenzie, and Stephenson, the contractors, are in full possession of all the land requisite, and have sub-let nearly the whole works to respectable and substantial persons, and several miles of the line are formed and ready for ballasting. The rails were purchased last year and there is every prospect of a great portion of the line being open for traffic in the summer of 1847.

LONDON AND BIRMINGHAM RAILWAY.—A meeting of proprietors was held on Thursday, (Mr. George Carr Glyn, in the chair), when assent was given to 21 bills, now before Parliament, for constructing extensions from the trunk line. The new Standing Orders rendered it necessary, and the directors had considered it their duty, to call the proprietors together again as early as possible. Before putting the several bills for the fourth time for the confirmation of the meeting, he would observe that at the last meeting he had stated the reason why the directors had determined not to establish a terminus in Farringdon-street; these reasons had been verified by what had since taken place. It had been clearly shown, that if there were to be a station in the City, it ought to be a central station for all railways, and that all ought to be part in the expense. So far from a central station in the City being a benefit to passengers, that its effect would be highly detrimental to them, as it would, in fact, lead to the result of blocking up streets that were already overcrowded; and he trusted that the committee that was now sitting upon the subject would come to the decision, that a central terminus in Farringdon-street would considerably endanger the traffic of the City of London. As to their proposed connection with the East and West India Docks, the directors took as much interest on that subject as they ever did, and would leave nothing undone to accomplish so desirable an object.

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN.—A meeting of shareholders was held, on Wednesday, in Dublin. The chair was taken by Mr. Th. Dixon, who called on the secretary (Frederick R. Lees) to read the report of the committee which had been appointed at the last meeting; and also the petition which had been forwarded to the House of Lords and Commons, for presentation against the proposed bill. Mr. Lees rose and said, that the committee had been exerting themselves to carry out the task assigned to them by the shareholders, to procure the dissolution of the company, and had prepared a requisition to the directors, calling on them to dissolve, which he was happy to say had already received the signatures of shareholders to the number of upwards of 8000; and had no doubt but that, when the matter became more extensively known, it would receive treble that number. He then read the report and petition, which were adopted.

RAILWAY SCRIP FORGERIES.—A great sensation was created in the City on the opening of the Stock Exchange on Thursday morning, by an announcement from the committee of the Buckinghamshire, Oxford, and Blechley Railway, one of the lines virtually under the management of the London and Birmingham Company, that forgeries of their scrip were in circulation. At the same time, an advertisement appeared in the morning papers, calling upon the scripholders to bring in their scrip for examination. It appears that when, under the new sessional orders, the scrip was called in for registration previous to the meeting which is about to take place, suspicion was excited by the appearance of two certificates for 50 shares each, which had been sent in among a large parcel by a highly respectable provincial banker. On turning to the books of the company, which show the exact numbers of the scrip issued to each person signing the deed, it was found that they were forgeries. This led to the examination of other packages, and two more forged certificates were discovered, one among a lot of certificates belonging to a gallant colonel (Anson, we understand); the other was in a parcel sent by a highly respectable broker. No sooner did this news become circulated among the stock-jobbing fraternity, than the office of the company was beseiged by alarmed shareholders, and it became evident that forgeries had been successfully perpetrated to an alarming extent. The forgeries were principally in 50. One gentleman holds 1000 shares, a jobber holds 1500, and a third party 800. The signature of the secretary is an excellent imitation, but the printing is rather coarsely executed—not enough so, however, to excite any particular attention, considering the rude manner in which the scrip of all companies is generally got up. The investigation of the affair was put in the hands of Daniel Forester, so renowned for his success in detecting criminals of this description. His first visit was to the Hall of Commerce, where some of the forged scrip had been purchased by auction. Mr. Lamond at once produced his books, and gave every facility to their inquiries. By pursuing his researches, Forester was enabled to trace the forged scrip to a Mr. Fabian and a Mr. Faulkner, two parties well known in Capel-court, who were taken into custody, and brought up at the Mansion House, yesterday, when, after a lengthened examination, they were remanded; bail having been tendered, and refused.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Bank Stock, 7 per Cent., 204½ 5	Belgian Bonds, 4½ per Cents., 96½
3 per Cent. Reduced Ann., 95⅞ ½ ⅝	Dutch, 2½ per Cent., 59½
3 per Cent. Consols Ann., 96⅞ ½ ⅝	Brazilian, 5 per Cents., 83 2
3 per Cent. Annuities, —	Chilian, 6 per Cents., 96
3½ per Cent. Ann., 97⅛ ⅜	Mexican, 5 per Cents., 31½ 2
Long Annuities, 10½	Spanish, 5 per Cents., 24½
India Stock, 10½ per Cent., 264	Ditto Deferred, 16½
3 per Cent. Consols for Acc., 96⅞ ⅜ ⅝	Portuguese, 4 per Cents., 57
Exchequer Bills, 1000*l.*, 24 7 pm.	Russian, 5 per Cents., 110½

MINES.—The mining share market has been rather dull during the past week, and but few shares have changed hands. Wheal Mary Ann has advanced, whilst Trelawneys are not in request, even at a lower price. There have been inquiries for some of the foreign mines; more especially for Del Montes. Altens have been sought for, but not at an advance of price.

RAILWAYS.—The business in railway shares and scrip during the past week, has been on a more extended scale—prices having, in many instances, advanced, whether with reference to the intrinsic value of the line likely to obtain the sanction of Parliament, or that of the funds likely to be divided on the dissolution of the company—"a consummation devoutly to be wished," by many—or, perhaps, as our Cornish friends would say, by "One and All." The shares in several companies are in good demand; and, while we think prices in some are quite high enough, considering the number issued, we would strongly recommend the buyers of defunct railway shares—or, at least, such as may be so considered—to ascertain the number of shares into which the concern is divided, and those on which the deposit has been paid; as, although 40,000 shares may have been the number of which the company was intended to be constituted, and thus, at 1*l.* 5s. per share, would have realised an amount of 50,000*l.*, to meet an outlay for engineers, solicitors, and others, of 12,500*l.*, or 5s. per share, yet, it is clear, if only 8000 shares be taken up, the liability of those paying their deposits is increased fivefold, or 25s. per share—being the full amount of deposit paid. This is a point, we think, lost sight of; and we would advise the "bulls" to take care that they are not thrown on the "horns" of a dilemma.—An amalgamation, it appears, has taken place between the London and York and Direct Northern Lines, which has created some sensation, and no very kindly feeling, if we may judge from the representations of adverse parties: this, we believe, is a sore subject to dwell upon, and, therefore, more anon. The main topic of conversation in the railway world, or, rather, we should say, at this moment, the civic world, as connected with railway undertakings, is that of the discovery of a fraud practised, as connected with the Buckinghamshire Railway Company—the scrip of which has been forged to a large extent. The committee of the Joint-Stock Exchange have already held two meetings on the subject, and further proceedings were instituted by the apprehension of certain parties, supposed to be connected with the fraud, who were examined at the Mansion House, yesterday, when a remand was made until Tuesday, in the absence of the necessary witnesses and information, which was expected to be acquired in the interim. The forgery, we believe, exceeds 20,000*l.*; and we doubt not much has yet to be learned from the share markets of Liverpool, Manchester, as to any further extent.—Several meetings have been held during the week, the principal of which are noticed in our columns; while to give a category of all the numerous meetings to be held during the next week or fortnight, would be to exclude much useful and far more interesting matter—the object being, in the majority of instances, the winding up of the company, and the division of the assets—a matter in which, except those embarked can feel no interest, and who may be supposed to know what they are about. The committees in Parliament on railway bills are progressing with railway speed; their object being, to expedite them, and hence some queer results; while, in other cases, counsel, who are well paid for their attendance, with the lawyers, witnesses, and projectors, carry them out their "full length along." From the Parliamentary returns, we find that the amount of capital required for the several bills (the preambles of which have been proved in the Lords and Commons), is 39,660,891*l.*, of which 12,749,082*l.* is alone for Ireland. Where such capital is to come from, we know not; but it is rumoured, that the "rint" will contribute, and, if occasion requires, the Repeal Members, with the Liberator at their head, out of their own *private* purses.

LEEDS, THURSDAY.—The improvement noticed in our last report of the share market continued, with advancing prices, for nearly all shares—both registered and scrip—until yesterday, when the account of a turn downwards in the London markets, had its effect here, and prices declined again to much the same as they were this day week.

R. B. WATSON, TOOTAL, & BARFF.

MESSRS. LAMOND'S SALES—TUESDAY.—London and York (2*l.* 10s. pd.), 2*l.* 9s. 6d.; London and Manchester—Rastrick's (5*l.* 5s.), 3*l.* 8s.; Chester and Holyhead (22*l.* 10s.), 23*l.*; Thames Plate Glass Company (100*l.*), 125*l.*; Shrewsbury and Birmingham (3*l.* 10s.), 3*l.* 11s.; Goole and Doncaster (2*l.* 2s.), 2*l.* 12s.; North Staffordshire, Churnet, and Potteries (2*l.* 2s.), 1*l.* 0s.; Buckinghamshire (2*l.* 2s.), 2*l.* 3s. 6d.; Cornwall and Devon Central (2*l.* 12s. 6d.), 1*l.* 0s.; Cornwall (5*l.*), 2*l.* 5s.; Eastern Counties—York Extension (10s.), 2*l.*; London and Manchester—Remington's (2*l.* 15s.), 18s. 6d.; Direct Northern (2*l.* 10s.), 1*l.* 18s. 6d.; Great Western Canada (3*l.* 5s.), 4*l.*; Roscanock Mine (2*l.* 10s.), 10s.

FRIDAY.—Direct London and Portsmouth Atmospheric (3*l.* 15s. pd.), 3*l.* 4s.; Eastern Counties—York Extension (10s.), 1*l.* 17s.; London and Brighton—fifths (20*l.*), 31*l.*; Shrewsbury and Hereford (2*l.* 12s. 6d.), 1*l.* 14s. 6d.; London and Blackwall—new (2½*l.*), 2*l.* 19s. 6d.; Manchester and Southampton (2*l.*), 2*l.* 2s.; South Midland (2*l.* 2s.), 3*l.* 15s.; West Cornwall (2*l.*), 1*l.* 5s.; Guildford, Farnham, and Portsmouth (5*l.*), 4*l.* 10s.; Cornwall (5*l.*), 2*l.* 10s.; West Flanders (4*l.*), 2*l.* 15s.; Manchester, Buxton, and Matlock (2*l.* 2s.), 3*l.* 2s.; Licensed Victuallers' Fire and Life Assurance Company (1*l.*), 1*l.* 1s.

THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending May 2, was 18,681; amount of money, £77 16s. 9d.

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

MONDAY.—Adair's 13 6—Buddle's West Hartley 16 6—Carr's Hartley 16 9—Davison's West Hartley 16 9—Hastings' Hartley 16 6—Holywell 15—New Tanfield 14—Old Pontop 13—Ord's Redheugh 13 6—Pontop Windsor 14—Taylor's West Hartley 16—Tanfield Moor 16—Townley 14—Wylam 14—Wall's End Heaton 16 6—Hebburn 16 3—Hilda 16 3—Hotspur 16—Killingworth 16 3—Wreckington 13 6—Eden Main 17—Belmont 17 3—Braddyll's Hetton 17 9—East Hetton 16 3—Haswell 18 6—Hetton 18 3—Morrison 16 Pemberton 16 9—Shotton 17 9—Caradoc 17 9—Heugh Hall 16 6—Trimdon 16 6—Adelaide 17 9—Seymour Tees 17—Tees 17 9—West Hetton 16 3.—Ships at market, 152.

WEDNESDAY.—Buddle's West Hartley 16 6—Carr's Hartley 16 6—Davison's West Hartley 16 6—Hastings' Hartley 16 6—Holywell Main 14 6 to 15—Original Tanfield 13 6—Ord's Redheugh 14—Pontop Windsor 14—Taylor's West Hartley 16—Eden Main 16 3 to 16 6—Cowpen Hartley 16 6—Cromamman 13—Sidney's Hartley 16 6—Wall's End Harton 16—Braddyll's Hetton 17 6—Haswell 18 6—Lambton 17 9—Pemberton 16 3—Stewart's 18—Cowndon Tees 16 3.—Ships at market, 101; sold, 40; unsold, 61.

FRIDAY.—Buddle's West Hartley 16 6—Carr's Hartley 16 6—Davison's West Hartley 16 6—Hasting's Hartley 16 6—Holywell Main 15—Ord's Redheugh 14—Pontop Windsor 14—Taylor's West Hartley 15 6—West Hartley 16 6—Cowpen Hartley 16 6—Sidney's Hartley 16 6—Wall's End Cosforth 16—Haswell 18—Hetton 17 9—Lambton 17 3—Russell's Hetton 17—Tees 17 6—Ships at market 63, sold 26, unsold 37.

NORTH KENT AND SOUTH EASTERN RAILWAYS.—IMPORTANT ANNOUNCEMENT.—The committee met at half-past three o'clock yesterday, to deliver their decision on the merits of the competing lines for the North Kent District. The room was crowded to excess. The Chairman said the committee were desirous of receiving evidence as to that part of the South Eastern Line, which passed through Greenwich Park; and of course to hear any evidence the North Kent might have to offer in opposition. In fairness to the North Kent Company, however, he was bound to say that the majority of the committee were in favour of the South Eastern bill. This announcement was received with cheers. The Chairman begged to remind those gentlemen who cheered, that the South Eastern bill had not yet passed.

A correspondent very sensibly inquires, why are not projects promoted by home capital, for all foreign as well as English railways, made amenable to the Government measure, and compelled to take the sense of the shareholders, on the propriety of proceeding with or suspending operations? This would certainly be only judicious, and, probably, have the effect of retaining much useful capital in the country.

RAILWAY TRAFFIC.—From our official returns it appears that the amount of traffic for the last week, on nearly 1800 miles of railway, was 138,933*l.*, thus accounted for:—76,451*l.* for the conveyance of passengers only, 35,774*l.* for the carriage of goods, and a remainder of 26,708*l.* for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 25,283*l.*—*Railway Chronicle* of this day.

NEWPORT, ABERGAVENNY, AND HEREFORD RAILWAY.—At a meeting of the inhabitants of Abergavenny, just held, it was resolved to petition Parliament in favour of this line, as calculated now, that the Great Eastern and Western, and Welsh Midland, have been thrown out on Standing Orders, to furnish to that part of Monmouthshire a direct and desirable route for connecting mineral Wales with the manufacturing north.

READING AND REIGATE AMALGAMATED RAILWAY.—A special general meeting was held yesterday at the London Tavern. The chairman (Mr. D. Salomons) said they had passed Standing Orders, and anticipated having, at an early period, the committee's decision on an objection raised by the London and Brighton Company; this he anticipated would be in their favour: he then proceeded to recommend the continuance of the scheme. Mr. Adamson thought that the difference in question between themselves and the Brighton Company would be decided in favour of the latter: he would, therefore, move an adjournment. The Chairman could not entertain any resolution but that which formed the business of the day. A great deal of conversation ensued on this question, which was finally concluded by a cry of "vote." The calculation of the vote was accordingly proceeded with. While it was being made, the Chairman said that the South Eastern Company was to make the line from Reading to Dorking; when finished it came into their possession, for which they gave 4½ per cent.: he, for his part, had the greatest confidence in it. The following is the result of the vote:—Votes represented, 21,000; in favour of going on, 15,495; against, 2750; majority in favour of going on, 12,745. There were also many neuter.

RAILWAY SHARE LIST.

RAILWAYS.	Paid	Closing pr. last week.	Closing pr. last night.
Aberdeen	£10	4¼	5¼
Amber, Nottingham, Boston, and Erewash Junction	2½	—	1½
Armagh, Coleraine, and Portrush —25*l.* shares	1½	¾	—
Birmingham and Gloucester—100*l.* shares	100	125	125½
Birmingham and Oxford Junction—20*l.* shares	2	—	2½
Bristol and Exeter—100*l.* shares	70	85	84½
Bristol and Gloucester—50*l.* per share	30	—	51
Caledonian —50*l.* per share	5	7¼	12⅝
Cambridge and Lincoln—25*l.* shares	1½	—	—
Chelmsford and Bury	1½	—	⅝
Chester and Holyhead—50*l.* shares	15	22½	23½
Cork and Killarney—50*l.* shares	2½	—	—
Cork and Waterford—25*l.* shares	1½	—	—
Cornwall—50*l.* shares	5	—	¾
Derby, Uttoxeter, and Stafford	2½	—	2
Direct Northern—50*l.* shares	2½	2	2
Direct Manchester (Remington's)—20*l.* shares	2½	1	½
Ditto Rastrick's	5½	3½	3½
Dublin and Belfast Junction—50*l.* shares	10	—	7½
Dublin, Belfast, and Coleraine—50*l.* shares	2½	—	—
Dublin and Galway—80*l.* shares	4	2½	2½
Dundalk and Enniskillen—50*l.* shares	2½	—	—
Eastern Counties—25*l.* shares	14 16s	24	23½
East Lincolnshire	1½	1½	1½
Edinburgh and Glasgow—50*l.* shares	50	74	75
Edinburgh and Perth	3	—	—
Exeter, Yeovil, and Dorchester—50*l.* shares	2½	—	1½
Goole and Doncaster—20*l.* shares	42*s*	¾	¾
Grand Junction—100*l.* shares	100	—	—
Grand Union (Nottingham and Lynn)	1½	⅜	⅜
Great Grimsby and Sheffield—50*l.* shares	5	—	8 dis.
Great Southern and Western (Ireland)—50*l.* shares	15	25½	24⅝
Great North of England—100*l.* shares	100	215	215½
Great Western—100*l.* shares	80	155	155
Guildford, Farnham, and Portsmouth—50*l.* shares	5	—	4½
Hull and Selby—50*l.* shares	50	101½	103
Isle of Axholme	2½	—	—
Lancaster and Carlisle—50*l.* shares	25	58½	59
Leeds and Carlisle	2½	1	1½
Leicester and Birmingham—20*l.* shares	22*s*	½ dis.	½ dis.
Leicester and Bedford —20*l.* shares	22*s*	½ dis.	½ dis.
Leicester and Tamworth—20*l.* shares	42*s*	½ dis.	1 dis.
Liverpool and Leeds Direct—50*l.* shares	2½	—	—
Liverpool, Manchester, and Newcastle Junction	1½	1½	2½
London and Birmingham	stock.	226	228
London and Birmingham Extension—25*l.* shares	1½	—	—
London and Blackwall	Av. 16*l.* 13*s* 4*d*	8½	8½
London and Brighton—50*l.* shares	50	66	65½
London and Croydon	Av. 13*l.* 17*s* 9*d*	23½	22½
London and Greenwich	Av. 12*l.* 15*s* 4*d*	—	—
London and South Western	Av. 41*l.* 6*s* 10*d*	82½	80
London and York—50*l.* shares	2½	2½	2½
London, Warwick, and Kidderminster—50*l.* shares	2½	—	—
London, Salisbury, and Yeovil—50*l.* shares	2½	—	1½
Londonderry and Coleraine—50*l.* shares	2½	4	7
Londonderry and Enniskillen—50*l.* shares	5	—	—
Lynn and Ely—25*l.* shares	5	—	8
Lynn and Dereham—25*l.* shares	5	6½	7
Manchester and Leeds—100*l.* shares	92	132	127
Manchester and Birmingham—40*l.* shares	40	82	81
Manchester, Buxton, and Matlock—20*l.* shares	42*s*	¾ pm.	1½ pm.
Manchester and Southampton	2	2	2½
Midland	Stock	157	154½
Ditto Birmingham and Derby	Stock	125	124
Midland Great Western (Irish)—50*l.* shares	2½	—	—
Newcastle and Berwick—25*l.* shares	10	21	20½
Newcastle and Carlisle—100*l.* shares	100	—	—
Newcastle and Darlington Junction—23*l.* shares	25	45½	45
Ditto New (Brandling)—25*l.* shares	20	45	44
Newport and Abergavenny	2½	—	—
Newry and Enniskillen—50*l.* shares	2½	—	—
Newark, Sheffield, and Boston—25*l.* shares	2½	1½	1½
North British—25*l.* shares	17½	28	29½
North Devon	2	—	—
Northern and Eastern—50*l.* shares	45	71½	74
North Kent and Direct Dover—50*l.* shares	2½	1½	1½
North Staffordshire—20*l.* shares	62½	3½ pm.	4½ pm.
North Wales—25*l.* shares	30	—	—
Norwich and Brandon—20*l.* shares	18	26½	27
Northampton, Banbury, and Cheltenham	2	1½	1
Oxford, Worcester, and Wolverhampton	13½	9	9½
Perth and Inverness	2½	1½	1½
Portsmouth Direct —50*l.* shares	2½	4½	3½
Preston and Wyre—50*l.* shares	50	—	30½
Richmond—20*l.* shares	5	—	16½
Rugby and Huntingdon—20*l.* shares	2	—	1½
Scottish Central—25*l.* shares	7½	15½	15½
Scottish Midland—25*l.* shares	5	7	—
Sheffield and Manchester—100*l.* shares	100	—	—
Shrewsbury and Birmingham	2½	3½	3½
Somersetshire Midland	2½	—	—
South Devon—50*l.* shares	25	—	—
South Eastern and Dover	Av. 33*l.* 2*s* 4*d*	28½	40½
South Midland—20*l.* shares	42*s*	1½	1½ pm.
South Wales—50*l.* shares	5	2½	2½
Staines and Richmond—20*l.* shares	1	—	¼
Trent Valley—20*l.* shares	5	—	—
Trent Valley and Holyhead Junction—20*l.* shares	2½	1½	1½
Vale of Neath	2	1½	1½
Waterford and Kilkenny—20*l.* shares	3	—	4½
Welsh Midland	2½	1½	1½
Wilts, Somerset, and Weymouth—50*l.* shares	2½	—	3½
Yarmouth and Norwich—20*l.* shares	20	28½	27½
York and Carlisle	2½	—	1½
York and North Midland—50*l.* shares	50	—	103
Ditto Selby—50*l.* shares	30	75	—
FOREIGN RAILWAYS.			
Boulogne and Amiens—20*l.* shares	10	12½	12½
Bordeaux and Toulouse and Cette (Mackenzie)—20*l.* shares	2	—	2½
Bordeaux, Toulouse, and Cette (Espalete)—20*l.* shares	2	2½	2½
Central of Spain—20*l.* shares	2	¼	¼
Dutch Rhenish—20*l.* shares	5	6½	7½
East Indian	1	¼	¼
Great Northern of France (constituted)	5	15½	15½
Great Western Bengal	¼	—	—
Great Western Canada—22*l.* shares	3½	4	—
Jamaica and South Midland Junction—20*l.* shares	1	—	1½
Jamaica North Midland	1	—	—
Louvaine and Jemappe—20*l.* shares	4	1½	2½
Lyons and Avignon—20*l.* shares	2	—	2½
Luxembourg	4	2½	2½
Namur and Liege—20*l.* shares	4	2	4
Orleans and Vierzon—20*l.* shares	10	17	17
Orleans and Bordeaux—20*l.* shares	6	11½	11½
Paris and St. Quentin—20*l.* per share	2	—	—
Paris and Orleans—20*l.* shares	20	48½	—
Paris and Rouen—20*l.* shares	20	—	46½
Rouen and Havre—20*l.* shares	18	30½	30½
Sambre and Meuse—20*l.* shares	6	5½	6
Strasburg and Basle—14*l.* shares	14	—	5½
West Flanders	4	2½	3

* Prices obtained from country brokers—no business doing in the London market.

RAILWAY TRAFFIC RETURNS.

Name of Railway.	Lgth. Rway.	Present actual cost.	Last Div.	Traffic Returns. 1846.	1845
Arbroath and Forfar	15	£140,782	3½ p.c.	£179 0 0	£181
Chester and Birkenhead	15	589,632	2½	625 0 6	539
Dublin and Drogheda	32	631,256	4	746 12 4	710
Dublin and Kingstown	6	349,736	9	1731 2 9	1208
Dundee and Arbroath	17	153,598	6	311 4 10	253
Durham and Sunderland	19	392,118	2	567 6 6	765
E. Counties & North. & East.	124½	4,090,328	5	8333 6 3	5099
Edinburgh and Glasgow	46	1,686,226	6	3270 13 3	2631
Glasgow, Paisley, and Ayr	51	1,104,773	6	2024 5 2	1891
Glasgow, Paisley, & Greenock	23	806,134	2	899 4 9	878
Grand Junction Company *	119	2,597,317	10	—	3939
Gravesend and Rochester	7	85,000	—	190 16 1	143
Great North of England	45	1,296,196	6	—	2378
Great Western	220	8,179,980	8	19275 0 4	16484
Hartlepool	—	—	—	850 0 9	—
London and Birmingham†	176	7,417,217	10	36401 2 9	18895
London and Blackwall	4	1,078,851	1½	1029 18 9	1217
London and Brighton	69	2,653,673	7	4292 15 7	4323
London and Croydon	10	849,592	3½	1481 15 5½	1291
London and South-Western	93	2,630,724	10½	7155 12 10½	6500
Manchester and Birmingham	31	2,197,585	6	4466 1 11	—
Manchester & Leeds	51	3,972,862	8	6129 13 3	5952
Manchester, Bolton, & Bury	10	842,733	6½	1087 14 0½	913
Midland Company	179	6,636,105	6	15801 19 0	14264
Newcastle and Carlisle	65	1,137,385	5	1843 0 11	1624
Newcastle and Darlington	27½	1,272,631	9	2766 6 4	1234
Newcastle and North Shields	7	316,869	5	427 11 9	417
Norfolk	50	873,818	5	1206 6 5	817
North Union, Bolton &c.‡	32	1,060,551	6½	—	1477
Preston and Wyre	22	432,014	2	573 4 7	401
Sheffield and Manchester	19	1,313,225	2½	1389 0 6	655
South-Eastern and Dover§	103	4,394,924	3½	6851 17 1	5524
Taff Vale	30	648,343	5	1176 18 7	934
Ulster	25	358,353	3½	623 13 4	526
Yarmouth and Norwich	20½	250,037	5	—	377
York and North Midland	52	1,633,850	10	4891 14 9	2658
Paris and Orleans	82	2,082,916	8	—	5075
Paris and Rouen	84	1,295,306	9	—	3545

* The traffic return of this company is now included in the London and Birmingham.
† Including the Grand Junction Company. ‡ Including the Greenwich line.
§ Included in the Manchester and Leeds. ‖ Included in Eastern Counties.

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price.
235	Andrew and Nangilles	25½	42
1000	Barristown	4½	30
4000	Bedford	2½	5
128	Besore Lead Mine	—	35
320	Birch Tor Tin Mine	10½	12
8000	Blaenavon	50	40
100	Botallack	175	300
120	Brewer	—	16
10000	British Iron, New, regis.	10	18½
—	Ditto ditto, scrip	10	19
128	Budnick Consols	—	30
100	Bwich Cwmerfin	20	200
1000	Callington	19	30
256	Caradon Consols	45	60
256	Caradon Copper Mine	9½	8
256	Caradon Mines	4½	36
256	Caradon United	24	16–25*
256	Caradon Wh. Hooper	12	8
1000	Carn Brea	15	130
114	Charlestown	—	240
236	Chypraze	—	18
1900	Combinartin	5½	4½
128	Comfort	—	60
5000	Con. Tretoil Mining Ass.	3½	2½
128	Condurrow	41	55
2560	Cook's Kitchen	—	6
1000	Copper Bottom	1	5
3200	Corunbian Lead Co.	3	—
1024	Cosheen	4½	25
240	Craddock Moor	9	35
128	Creeg Braws	120	80
500	Cubert Mine	10	30
1024	Devon & Courtney Con.	3	4
1000	Dhurude	2	5
186	Dolcoath	—	80
10000	Durham County Coal	45	9
128	East Pool	5	40
9000	East Tamar Consols	1½	3½
—	East Wheal Albert	1	3
256	East Wheal Alfred	6½	80
94	East Wheal Crofty	—	400
256	East Wheal Kitty	¼	¼
128	East Wheal Rose	50	1200
123	East Wheal Seton	2½	16
512	Fowey Consols	—	80
20000	Galvanised Iron Co.	10	10
10000	Gen. Mining Co. for Irel.	½	½
1000	Godolphin	—	35
256	Gonamena	19	195
128	Gover	23	200
244	Grambler & St. Aubyn	—	28
100	Great Consols	1000	400
256	Great Calestick Moors	—	12
2560	Great Mitchel Consols	—	2
100	Grogwinion	5	20
1000	Gunnis Lake	1½	3
128	Hallenbeagle	—	50
1000	Hanson	5	3
1000	Harrow barrow Old Mine	2½	3
1000	Harrowbarrow Consols	2½	2
800	Hawkmoor	3	6½
6000	Heignston Down Con.	1	2
256	Herodsfoot	19	18
10000	Hibernian	12½	1
1000	Holmbush	14	25
256	Ivy Tor	1½	2½
1200	Kirkcudbrightshire	1½	½
2048	Lamerhoue Wh. Maria	6	7
128	Lanarth & Penstruthal	—	150
2048	Lanivet Consols	2	5½
200	Larkholes	1	3
160	Levant	—	150
1000	Lewis	12	4
128	Ludcott	3	3
2800	Marke Valley	10	4
20000	Mining Co. of Ireland	7	12½
1000	Nant-A'r-Nelle	2	2½
200	Nanterrow Consols	10½	14
128	New East Crowndale	7½	2
128	North Fowey Consols	10	25
100	North Pool	11	40
70	North Roskear	10½	420
256	North Treburget	2½	4
100	North United	41	20
128	North Wh. Providence	2½	10
256	North Wheal Rose	26½	35
15000	Northern Coal Co.	23	2
600	Old Delabole Slate Co.	25	45
128	Par Consols	—	500
256	Penhallow Moor	15	5
100	Penrihw	30	65
128	Pen-y-Cefn Mine	50	55
1280	Perran St. George Un.	13	20
512	Plymouth Wh. Yeoland	1½	3½
10000	Rhymney Iron	50	33 4
256	Rose Consols	10	7
1000	Rosewall Hill	1	3½
1024	Roscarrock	2½	—
2500	Silver Valley	2	2
256	Sourton Consols	3½	5
128	South Caradon	10	450
260	South St. George	9½	16
200	South Harvannah	23	25
800	South Towan	10	1½
256	South Treluwney	8½	15
128	South Yeoland	16½	28½
128	South Wheal Basset	—	180
124	South Wh. Francis	—	100
1024	South Wh. Maria	—	2
10000	Southern & Western, Irish 1		2

BRITISH MINES—*continued.*

Shares.	Company.	Paid	Price
256	South Wheal Rose	2	3
256	St. Austell Consols	6	25
1000	Stray Park	43	20
9600	Tamar Consols	3	5½
6000	Tincroft	7	14
256	Ting Tang	67	25
128	Tokenbury	124	55
1024	Treluwney Consols	1½	1
5000	Treleigh Consols	6	3½
256	Trenow Consols	—	150
96	Tresavean	10	250
129	Trethellan	5	55
120	Treviskey and Barrier	61	130
128	Trewavas	—	30
128	Trowellard	12	25½
4000	United Hills	5	4½
100	United Mines	300	900
128	West Basset	10	15
256	West Caradon	20	340
128	West Cargoll	2	15
512	West Fowey Consols	40	35
—	West Kekewich Consols	—	3½
256	Wheal Kekewich	4	10
256	West Providence	—	10
200	West Seton	—	50
120	West Trethellan	5	32
256	West United Hills	1½	5
256	West Wh. Friendship	3	10
3845	West Wheal Jewel	11	2½
2560	West Wh. Maria	½	3½
2560	West Wh. Mitchell	—	2
256	West Wheal Shepherd	—	15
256	West Wheal Tolgus	21½	21½
256	West Wheal Treasury	12	12
240	Westerlake	3	3
6000	Wicklow Copper	5	16½
256	Wheal Albert	10	8
128	Wheal Acland	13	10
256	Wheal Allen	½	4
368	Wheal Anderton	10½	11½
128	Wheal Ann	—	50
256	Wheal Blencowe	—	20
256	Wheal Boscastle	3½	9
236	Wheal Byon	½	3
128	Wheal Catherine	5½	12
256	Wh. Cleveland	2½	5
68	Wheal Clifford	—	210
1024	Wheal Concord	3½	3½
256	Wheal Fortescue	4½	16
384	Wheal France	22	42
256	Wheal Gill	17½	25
1000	Wheal Harriet	1	—
128	Wheal Henry	—	5
109	Wheal Hope (Zennor)	23	25
256	Wheal Hope	7	1½
256	Wheal Jane	6	40
265	Wheal Kendall	11½	5
1024	Wheal Maria	1	700
4000	Wheal Martha Consols	4	4
256	Wh. Mary Ann	5	90
1024	Wh. Mary (Calstock)	2½	1½
256	Wheal Mary Consols	15	15
256	Wh. Mexico	4	6
256	Wheal Norris	9	10
128	Wheal Penrose	—	5
128	Wheal Pollard	11½	30
128	Wheal Prospect	4	9
128	Wheal Providence	4	40
128	Wheal Reeth	1	60
256	Wheal Robins	13	3
128	Wheal Rose	40	20
256	Wheal Salusbury	13	5
512	Wheal Sarah	2½	5
99	Wheal Seton	150	850
256	Wheal Sisters	25½	50
128	Wheal St. Cleer	21½	35
260	Wheal Trelawney	7½	160
256	Wheal Trevenna	3½	4
256	Wheal Trewennan	—	10
128	Wheal Venland	12½	20
256	Wheal Victoria	2	6
127	Wheal Virgin	—	20
1024	Wheal Walter	2½	5
256	Wheal Williams	4	10

FOREIGN MINES.

Shares.	Company.	Paid	Price
5000	Alten Mining Company	14½	1½
15000	Asturian Mining Co.	6	3
10000	Anglo-Mexican Co.	100	3
3374	Ditto Subscription	25	4
2000	Bolanos	150	4½
12000	Ditto Scrip	15	5
10000	Brazilian Imperial	21	4½
12000	Cobre Copper Co.	40	25
8500	Colombian Co. regis.	55	4½
5000	Ditto Scrip		
10000	Coplapo Mining Co.	14	2
20000	General Mining Ass'n.	20	14
5051	Mexican Company	59	5
12000	Mocaubas & Cocaes	25	8½
29320	Rl. del Monte, regis.	28½	3½
	Ditto unregistered		3½
	Ditto Red Debentures	—	19
	Ditto Black ditto	—	17
	Ditto Loan Notes	150	117
7030	Royal Santiago	10	16½
2030	Pachuca Mines	3	3½
11000	St. John del Rey	15	9½
43174	United Mexican	28½	4½

* We give the quotations of two agents—each of whom assures us he is right.

*** *We should feel greatly obliged by agents, or others interested, furnishing us with such corrections for our Share List as we may not have received through our usual channels of information—our object being, to present as accurate a list of prices as can be obtained—to procure which, we solicit the aid of correspondents in general.*

LATEST CURRENT PRICES OF METALS.

LONDON, MAY 8, 1845.

	£	s.	£	s.	d.
Iron—Bar a. Wales..*ton*	8	0—	8	5	0
,, ..London ...	9	0—	9	5	0
Nail rods ,, ...	0	0—10	0	0	
Hoop (Staf.) ,, ...	11	0—11	5	0	
Sheet ,, ,, ...	0	0—12	5	0	
Bars ,, ,, ...	10	10—11	0	0	
Welsh cold-blast foundry pig	4	5—	5	0	0
Scotch pig *b*, Clyde	0	0—	3	7	6
Rails	0	0—10	0	0	
Russian, CCND *c*	0	0—16	0	0	
,, PSI	0	0—16	0	0	
,, Gourieff	14	5—14	10	0	
,, Archangel	0	0—13	12	6	
Swedish *d*, on the spot	0	0—11	10	0	
,, Steel, fagt.	0	0—15	5	0	
,, ,, kegse	0	0—14	10	0	
Copper—Tile *f*	0	0—92	0	0	
Tough cake	0	0—93	0	0	
Best selected	0	0—96	0	0	

	£	s.	£	s.	d.
Copper—Ordin. sheets, *lb.*	0	0—	0	0	10½
,, bottoms .	0	0—	0	0	11½
Tin—Com. blocks *g*...*cwt.*	4	10—	4	11	0
,, bars	0	0—	4	12	0
Refined	4	13—	4	14	0
Straits *h*	3	18..	3	19	0
Banca	4	0—	4	1	0
Tin Plates—Ch., IC *i*, *box*	1	10—	1	12	0
,, IX	1	16—	1	18	0
Coke, IC	0	0—	1	5	0
,, IX	0	0—	1	11	0
Lead—Sheet *k* .....*ton*	0	0—20	0	0	
Pig, refined	0	0—21	0	0	
,, common	0	0—19	0	0	
,, Spanish, in bd.	0	0—18	10	0	
,, American ...	0	0—	—		
Spelter—(Cake) *l*	0	0—18	10	0	
Zinc—(Sheet) *m* export.*	0	0—	30	0	0
Quicksilver *n* .....*lb.*	0	0—	0	4	0
Refined Metal ....*ton*	0	0—	—		

a Discount 2½ per cent. *b* Net cash. *c* Discount 2½ per cent. *d* Ditto. *e* In kegs ¼ and ½ inch. *f* Discount 3 per cent. *g* Ditto 2½ per cent. *h* Net cash. *i* Discount 3 per cent. *k* Ditto 2½ per cent. *l* Net cash in bond. *m* Discount 1½ per cent. *n* Discount 1½ per cent. * For home use it is 32*l.* per ton.

[*From our Correspondent.*]

We have no change of importance to notice in the prices last quoted by the *Mining Journal*—business in metals this week having been very languid. Scotch pig-iron is about 2s. 6d. per ton dearer. The residue of a parcel of spelter, in second hands, was sold this week at 18*l.* 5s. to 14*l.* 7s. 6d., but the usual holders continue firm at 18*l.* 10s.

[*From a Correspondent.*]

Monthly Report.—Spelter, during last month, has declined from 19*l.* 5s. to 18*l.* 5s., and several hundred tons have changed hands between the above prices. The shipments to India during the month are—

To Madras and Calcutta	*Tons* 1227
Bombay	171
China, Singapore, &c.	11—1409

Quicksilver continues unaltered in price.

Iron (English and Swedish) has been dull of sale; in the former a decline of 10s. to 15s. per ton has taken place since last month—Swedish is nominally 11*l.* 10s.

Steel (Swedish) continues flat at quotations.

Copper (English) has undergone no alteration in price during the month. For the home trade a fair business has been done, but the demand for India has not been so good, owing to the low prices now realising there; the smelters, however, are extremely firm.

Tin (English) has declined 9*l.* per ton during the month, and Banca and Straits from 6*l.* to 7*l.* per ton.

Tin Plates have declined about 1s. per box, and the demand is rather limited.

Lead (English pig and sheet) may be considered 5s. to 10s. per ton lower than at the commencement of last month.

[*Communicated by Messrs. Whitcombe and Barton, Old Broad-street.*]

The demand for English iron has been rather limited this week—prices remain the same. Scotch pig has advanced, and there are very few sellers now under 70s., cash, for the usual allotment of Nos. Foreign iron and steel flat at quotations; holders, however, are not disposed to sell at reduced rates. Copper and lead firm—the demand for the latter not quite so brisk. At private sales this day, 300 slabs of Straits tin sold at 80s. Tin plates continue dull of sale. Considerable transactions are reported in spelter this week, at prices varying from 18*l.* 5s. to 18*l.* 10s.

GLASGOW PIG-IRON TRADE.

May 1.—The market has been quiet, but firm, during the week, and a feeling prevails that prices have been their lowest at this time, which has inspired more confidence in holders, and there is no iron offering except at full prices. We quote 63s. to 64s. for No. 3; 68s. to 66s. for proportions of Nos.; and 66s. to 68s. for all No. 1; up to 70s. for the favourite shipping brands, being the same as last week, but the turn of the market in favour of sellers.—*Advertiser.*

May 2.—There have been few transactions among the dealers this week, but prices are stiffer; holders are generally more confident that the market will not recede farther, and there are few sellers. We quote 63s. to 64s. for No. 3, 65s. to 66s. for proportion of Nos., and 67s. to 70s. for all No. 1, but little iron to be had at these prices. In consequence of the demand for shipping having made the makers bare of all No. 1, few of them are disposed to sell at present.

May 5.—The price of Scotch pig-iron has, this week, manifested no appearance of receding. For the best brands of all No. 1, from 68s. to 70s. has to be paid, and from 63s. to 66s. for the other Nos., according as they are assorted. This article being now mostly out of the hands of needy holders, may be expected to continue firm. Scotch bars remain at 10*l.* per ton, and plates at 13*l.* 10s., with a brisk demand.—*Chronicle.*

NEW YORK, March 28.—The sales of lead reach 18,000 pigs, including 10,000 yesterday, at prices varying from 4 cents, cash, up to *84* 25, cash and time. Prices of Banca tin are still rather unsettled, and we have only to notice 100 pigs, landing, at 25 cents, and in small lots at 26 to 28, cash. Plates may be considered inactive at *89*, cash.—Sales of 106 tons spelter plates, to go out of the market, have been made at 4¼ cents, six months'.

March 31.—The iron market is a little more active than when last noticed. Sales last week were made in Scotch pig at *83*5, cash, and *83*7 to *84*0, six months'—*87*5 to *87*6, six months', for common English bar. The lead market in Missouri continues dull, and prices have slightly receded. Sales in pig were made at *84* 12½ to *84* 25, cash; and also sales at *84* 1 P, 60 days'; and on Friday there was a sale at *84*, cash.

April 3.—In copper there has been a slight advance in old sheathing; a large lot sold at 19 cents, cash; new, firm at 23 cents, six months'. The lead market remains dull, with a further decline in Missouri; some 6000 or 7000 pigs changed hands at *83* 87½, cash, and *83* 75, 60 days' and six months'.

BOMBAY, April 1.—There has been a slight improvement in the value of British bar-iron; but the stocks being small, and the prospects of the market good, holders have evinced no inclination to sell at the prices now offered. Swedish bar has also slightly advanced, but we hear of no sales. In nail-rod and sheet we observe no change, but the latter is in improved request. In hoop we hear of a sale of 310 cwts., at 7 rs. per cwt.—an advance of one-quarter of a rupee on our last quotations. Nails are also a shade higher, but we are informed of no transaction in them. The market for copper has exhibited little activity, and prices, with the exception of those of nails and South American, have all somewhat declined. In steel there has been nothing doing; and the article, in faggots, is somewhat lower than before; in tubs it is without change. Pig-lead is unaltered in value, but sheet is dull of sale, and has slightly given way. We have heard of no transaction in quicksilver, spelter, or tin plates: we quote the first-named article, however, rather higher than on the departure of the last mail.

EXPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL,

FOR THE FIRST FOUR MONTHS OF 1845 AND 1846.

Metals.		1846.	1845.	*In.* in 1846.	*Dec.* in 1846
Spelter	*Tons*	2886	1441	1445	—
Copper		1429	1317	112	—
Iron, British		2679	5407	—	2728
Ditto, foreign		1458	254	1204	—
Tin plates	*Boxes*	2008	3249	—	1241
Lead	*Tons*	147	496	—	349
Steel		214	411	—	197
Quicksilver	*Bottles*	205	66	139	—

Railway Improvements.—We have seen, at the office of Mr. S. Reed, drawings and models of metal chairs for railways, for which he has taken out a patent, and which appear to be great improvements on the stone blocks and wooden sleepers used in constructing railways, as they possess the advantage of durability, and are constructed to give firmness to the rail. One improvement deserving particular notice, is, a metal footing with a chair at each end of it (the space between the chairs regulated by the width of gauge) cast in an entire piece of metal, to be placed transversely across the railway or roadway. This arrangement is intended to preserve a correct and unvariable gauge, and is adapted for curves, where the lateral pressure and resilience of the engine and train wheels have a tendency to force outwards and displace the rail, rendering the train, in such cases, very liable to be thrown off the line. This cannot happen with these improved chairs; and if they are not exclusively used, may be advantageously placed at intervals, where the rails are joined together.—*Newcastle Chronicle.*—[In another column we have given a description, with diagrams, of Mr. Reed's invention.]

Pilbrow's Atmospheric Railway.—We understand that a meeting is to be shortly convened, for the purpose of receiving a report from the directors, and to consider as to future proceedings.

The Rhymney Miners.—Forty of these men were summoned, on the 29th ult., before a bench of magistrates at Tredegar, for leaving their work without giving notice. Mr. Owen, solicitor, attended on behalf of the men, and as there appeared to be no written agreement in existence, between the employers and the employed, the case was dismissed.

Caradon Mining District.—We are enabled to state, from good authority, that a *very rich* course of copper ore, 12 in. wide, has been recently cut in the adit end, "now driving west on the north lode in East Caradon Mine."

Seven colliers, including boys, were burnt by an explosion of foul air at Pwllygraig Pit on Wednesday morning last. It is but justice to the proprietors to state, that they have gone to great expense lately in ventilating their pit.

COPPER ORES.

Sampled April 22, and sold at Tyack's Hotel, Camborne, May 7, 1846.

Mines.	*Tons.*	*Price.*	*Mines.*	*Tons.*	*Price.*
North Roskear	121	£2 6 0	Fowey Consols	65	£2 0 6
ditto	100	6 12 0	South Roskear	90	1 4 6
ditto	82	6 19 0	ditto	55	5 7 6
ditto	77	6 1 6	Wh. Chance	73	6 4 0
ditto	74	6 4 6	ditto	69	5 14 6
ditto	73	6 9 0	South Wh. Basset	76	3 15 6
ditto	72	5 9 0	ditto	61	3 17 0
ditto	68	5 13 6	ditto	47	4 11 0
ditto	67	10 2 0	ditto	37	10 16 0
ditto	63	5 0 6	Wh. Harriet	60	4 15 6
ditto	58	7 0 6	ditto	52	3 3 0
ditto	52	5 18 6	ditto	39	4 9 0
ditto	46	7 14 0	ditto	26	2 3 0
Consolidated	122	5 13 6	Dolcoath	65	4 8 6
ditto	102	9 1 0	ditto	45	2 7 0
ditto	89	6 9 6	ditto	25	1 1 0
ditto	88	6 3 6	East Wh. Crofty	76	5 13 6
ditto	81	5 4 6	ditto	27	5 5 0
ditto	74	5 6 6	ditto	20	6 13 6
ditto	62	5 14 6	Wh. Vyvyan	46	1 5 0
ditto	59	3 9 6	ditto	40	7 18 0
ditto	45	4 16 6	South Wh. Francis	53	9 17 0
ditto	15	7 9 0	ditto	10	1 11 0
Tincroft	97	5 1 6	Wh. Clifford	39	3 19 0
ditto	88	3 4 0	ditto	13	3 14 6
ditto	71	4 0 0	Tretoil	45	5 3 6
ditto	67	4 1 6	Hanson Mines	31	4 3 6
ditto	64	4 17 0	Manley's Ore	30	0 10 6
ditto	46	2 6 0	Wh. Bucketts	28	3 3 6
ditto	43	9 1 0	Jorey's Ore	20	1 5 6
ditto	26	2 6 0	North Pool	16	2 18 0
Fowey Consols	107	5 4 6	Martin's Ore	15	1 18 0
ditto	99	3 13 6	Charlestown U.	12	10 10 0
ditto	93	5 8 6			

TOTAL PRODUCE.

North Roskear	952	£5741 2 0	South Wh. Francis	63	£537 11 0
Consolidated	737	4441 5 0	Wh. Clifford	52	202 9 6
Tincroft	502	2196 1 0	Tretoil	45	232 17 6
Fowey Consols	366	1569 18 0	Hanson Mines	31	109 8 6
South Roskear	287	1253 10 0	Manley's Ore	30	15 15 0
Wh. Chance			Wh. Bucketts	28	88 18 0
South Wh. Basset	221	1135 4 0	Jorey's Ore	20	25 10 0
Wh. Harriet	177	679 15 0	North Pool	16	46 8 0
Dolcoath	135	419 12 0	Martin's Ore	15	28 10 0
East Wh. Crofty	123	706 11 0	Charlestown U.	12	126 0 0
Wh. Vyvyan	80	373 10 0			

Average standard, 108*l.* 10s.—Average produce, 7¼.—Average price per ton, 5*l.* 2s. 6d.—Quantity of ore, 3898 tons.—Quantity of fine copper, 282 tons 13 cwts.—Amount of money, 19,949*l.* 16s. 0d.—Average standard of last sale, 107*l.* 3s. 0d.—Average produce ditto, 7.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines Royal	199	£1204	14 0
English Copper	406½	2036	19 4
Vivian and Sons	752	3135	9 6
Freeman and Co.	513	1672	9 6
Grenfell and Sons	753½	4291	4 6
Sims, Willyams, and Co.	431½	2117	18 4
Williams, Foster, and Co.	842½	5371	0 10
Total tons	3898	£19,949	16 0

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea Mines 758—Par Consols 350—Wheal Prosper 342—United Hills 317—Levant 258—Trenow Consols 221—Hallenbeagle 190—Botallack 120—West Wheal Treasury 84—Harvey's Dross 82—West Wheal Jewel 66—Ting Tang Consols 50—Cara Perran 48—Wheal Buller 47—Redruth Consols 21—North Wheal Basset 19—Wh. Catherine 4—Wheal Sally 2.—Total, 2979 tons.

Copper ores for sale on Thursday week, at Pearce's Hotel, Truro.—Mines and Parcels.—Devon Great Consolidated Wheal Maria 1658—West Caradon 448—Poldice 367—Fowey Consols 305—South Towan and Wheal Lydia 264—Wheal Jewel 191—Rolmbush 113—Bedford United Mines 99—Wheal Malden 65.—Total, 3510 tons.

COPPER ORES

At SWANSEA, for sale, May 13.—Berehaven 125, ditto 109, ditto 105, ditto 104, ditto 87—Cobre 95, ditto, 90, ditto 80, ditto 78, ditto 62, ditto 54, ditto 7—Ballymurtagh 98, ditto 57, ditto 50, ditto 40, ditto 8—Cuba 80, ditto 65, ditto 48—Knockmahon 78, ditto 36—Pennsylvania 92, ditto 30, ditto 21—Chili 21, ditto 18, ditto 12, ditto 5, ditto 4—Sampson's Ore 50—Tigrony 36—Aberdovey 19, ditto 2, ditto 1—French Slag 17—Dovey 2—Total 1785 tons.

BLACK TIN

Sold on the 25th of April, 1846.

Mines.	*Tons.*	*Price.*	*Amount.*	*Purchasers.*
Bottle Hill	9½	£36 0 0	£340 0 0	Bolitho and Co.

NOTICES TO CORRESPONDENTS.

Mining in South Australia.—Our notice of the rise and progress of mining operation in this thriving colony, founded on Mr. F. Dutton's able work, will appear next week.

THE MINING JOURNAL

And Atmospheric Railway Gazette.

LONDON, MAY 9, 1846.

It is our province to report, from time to time, the progress of mining enterprise at home and abroad; and we need hardly repeat, that our home mines ever have our first consideration; those of our colonies—and we need hardly advert to Australia, for our columns have teemed with information of late—while those of foreign climes have been noticed at that length, and with that attention, that we feel secures to us the kindly feeling of all interested in mining undertakings, abroad and at home, where British capital is invested. It was our intention this week to have entered fully into the subject immediately under notice, that of the operations of the Wheal Maria Mine—for we know her by her old name, although now distinguished as the "Devonshire Great Consols;" but we regret we are not in possession of the able report made, as to her present position and prospects, while of the past we have sufficient evidence to enable us to do her full justice. The report of the directors, which will be found inserted in another column, affords sufficient evidence that there is no occasion to send money out of the country, while mines of this character and value—and we believe there are many yet unexplored—remain at home. It appears, from the accounts rendered, that the sales of copper ores, during the 12 months ending 31st January last, amounted to 116,068*l.* 15s.; while the cost, including dues, 8321*l.* 15s. 6d., no small trifle; and all other expenses (in all, 42,445*l.* 17s. 11d.), left a clear profit of 73,622*l.* 17s. 1d. We do not purpose entering into details, or offering those remarks which the results may be considered as naturally calling forth, until we next week present to our readers the report of Mr. Josiah H. Hitchins, when we shall not only submit the result of the present enterprise; but, in narrating the advantages attendant on mining enterprise at home, once again endeavour to direct attention, and encourage the outlay of capital, where honest management and economy be the main features—attended by mineral wealth, as well as encouraging prospects, as in the case immediately before us.

It is at all times painful to record instances, as relates to mining enterprise, where want of application, or due diligence, on the part of those to whom the affairs of the mine, both as regards its pecuniary arrangements and its practical development and working, are confided; hence it is, that we feel regret we should be called upon to advert once again to two mining adventures in the county of Cornwall, reflecting so much discredit on the parties concerned, at the same time that the exposition is calculated materially to prejudice the interests of the mining population—who we ever bear in mind—by the distrust, we may even say the disgust, which *out-adventurers*, after the late *exposés*—and we will confine ourselves to those of Wheal Penrose and Trewavas—is so much calculated to excite. Our columns of to-day give the reports of the meetings of the adventurers; and, we lament to say, that while they reflect no credit on the parties managing the affairs of the mines on the "cost-book system," some questions arise as to the course pursued, which, we are given to understand, will *yet* form subject of inquiry. Wheal Penrose, after all manœuvres practised, is "done." Wheal Trewavas "ditto," with a call of 22*l.* 2s. per share, or thereabouts, for cost up to October—a further call of 8*l.* 14s. 4d. for November and December—and a balance against the mine, or, rather, we should say, against the adventurers, of some 1600*l.* or 1800*l.* at the present moment. True it is, that the machinery is estimated at 2700*l.*; but then again there is a balance due to the bankers, in addition to the cost, of some 1500*l.*, and we know not what other little out-calls may exist. We have the accounts before us; and, furthermore, have some slight notes, which we intend to review; and we hope that we shall, by our exposure of the abuses existing in the cases immediately under review, restore mining management in Cornwall to that order, or state of consistency, as meets the notions at least, as well as the interests, of the out-adventurers. A question arises, and to which our particular attention will be directed next week, how far the parties, who have relinquished their shares (about one-third of the mine), are further responsible? but the subject is too important to admit of a mere passing notice.

[From a correspondent.]

We have repeatedly had occasion to notice the mineral discoveries made in South Australia. Almost every arrival brings intelligence of additional wonders. We write advisedly, when we state, that the trade of the world in copper will be affected by the discoveries in South Australia. It is only a few months since advices were received of a rich district, to the northward of the Kapunda Mine, having been discovered, and a special survey of 20,000 acres there secured by some of the colonists. In that purchase, called the Burra-Burra survey, there were two parties—each of which contained several individuals, and took one-half of the survey. One party, in the course of three months, had raised 500 tons of rich copper ore, which were ready for shipment in the beginning of December. The quality is excellent—equal, it is said, to *that* of the ore raised at the Kapunda Mine, which has been ascertained by the Swansea sales list, to yield the highest average produce of any mine in the world—so that the quantity of copper ore, which we may depend on receiving from South Australia, cannot be less than 2000 to 3000 tons annually. Nor is this all; by accounts very recently received to the 9th December, we learn that another district has been discovered, seemingly surpassing in richness of ores, and in extent, even the Kapunda and Burra-Burra Mines. It is in the neighbourhood of Mount Barker district, distant only about 40 miles from Adelaide—quite in a different direction from the town from these other mines, but on the same degree of longitude.

Another special survey of 20,000 acres has been secured at 1*l.* per acre; and, fortunately, for the South Australian Company, their colonial manager has secured for them 12,000 acres of it. With a commendable attention to the interests of the general body of the shareholders, the London manager immediately apprised every proprietor of the acquisition, and thus prevented any of them parting with their shares, in ignorance of a fact which cannot fail to raise the value of the shares—a fact, the knowledge of which would most probably be the inducement with the other party to wish to buy.

Such is the astonishing richness of this district, that the most decided manifestations of copper ore were clearly discernible for five miles continuously, from north to south, and for three miles from east to west; nor was this in small quantities, or mere "gossan," but in huge, rock masses. At one place, one great mass—exhibiting the green sulphuret, blue carbonate, and the red oxide, mixed in rich profusion, and estimated at from 60 to 70 tons—boldly protruded in the glare of light; and in another were found huge masses, containing (it was thought by a competent judge), upwards of 50 per cent. of pure metal.

As a mere curiosity in Nature, such a display is interesting; and contrary to what obtains in this country—the fact of the ore cropping through the surface, is *not* an unfavourable symptom in South Australia. All the mines hitherto discovered, have been found out by that means; and at the Kapunda Mine, they have dug 15 to 16 fms., and found the ores continue, and rather improve in quality.

These enterprising colonists intend to commence smelting operations; and one of the parties, who obtained possession of a half of the Burra-Burra Mine, advertises, in the Adelaide newspapers, lately received here, for a 1000 tons of charcoal, to be laid down at that mine. India will afford them a ready and an extensive market for copper. The late Act of the Imperial Parliament, for regulating the sale of waste lands in the Australian colonies (passed in 1842), has been almost *a dead letter* in all these colonies, excepting South Australia, where purchases have been made, since that time, nearly to the extent of 100,000*l.*!

We are pleased to find that GREENHOW's geometrical principle, in the construction of railway lines and carriages, is at length assuming a somewhat tangible form. We can very well understand, at a moment like the present, when railway matters so much interest not only the public, but the Government, that in the endeavour to avoid falling into error, arising from the adoption of any novel project, or ill-digested plan, the endeavours of the one or other are directed rather to limiting the extension of the lines, and thus dimishing the capital otherwise required. Too many have been the projects put before the public—too many have been the schemes submitted by engineers, innocent of their business, many of whom, perchance, had never previously stained a sheet of paper, or even carried a theodolite; while the solicitors, we believe, are *admitted* (at least in the courts, if not by scripholders) to be perfectly exempt from any charges, beyond those which are to be found in their bills of costs for services rendered. We are, however, somewhat "travelling out of the record," as the lawyers would say, and hence we at once revert to the point at which we started—that of GREENHOW's Geometrical Railway.

We learn that the models and drawings were yesterday examined by Major-General PASLEY, and several other gentlemen, at the office department of the Board of Trade, on which occasion the patentee entered fully into a description of the principle, and the advantages to be derived, both as regards safety and economy—the first being, as we believe, readily acknowledged; while the latter is rendered fully manifest, by the saving in cost of rails, and the avoidance of tunnels and embankments—however, it is not our province here to enter into the merits or economy attendant on the invention, as we have already, on more than one occasion, adverted to the principles on which the line and carriages are constructed. The attention of Government having once been directed to the subject, we cannot entertain a doubt but that the merits of the invention (assuming, at all times, such to exist), will be brought under the notice of the Legislature; and that no private prejudices, or interests, will be allowed to interfere with, or to preclude a public benefit from being carried out. The question in itself is one of the most simple nature, if the patentee be correct in the principles he advances—whereby he, at least, attempts to show that a greater security is attained, and that of economy in the first cost of formation of the line, and in wear and tear—as, should he fail in one or all, or, rather, if argument can be adduced, whereby it is demonstrated that he is wrong in his premises, then we think that the sooner the "bubble" (if such it be) is burst the better. We cannot, however, feel disposed to arrive at this conclusion, at least, too hastily; as we are inclined to think—and we have some reason for expressing the opinion we entertain—that certain engineers, of the first standing, have declared their conviction, in the absence of examination, that the principle cannot answer; while others have, with equal magnanimity and good sense, expressed their opinion, that "the thing would never do"—at the same time, that they have very properly and consistently declined giving their reasons or objections. What we here say is, we believe, too notorious to admit of doubt; and we think it only right and fair to the patentee, that in any inquiry which may be instituted by Government, or the Legislature, an understanding, at least, should exist, so that there can be "no mistake." To effect this, is the object we have in view in making the present remarks; and, as we are further given to understand, that a motion for the appointment an early day, we trust the important subject of safety and economy in of a special committee will be made in the House of Commons on railways will not be lost sight of; and that, without advocating the merits or inventions of one or other, the defects acknowledged in the present system will form subject of inquiry, as well as the best means of avoiding them, or introducing improvements for the future.

We gave an article in last week's Journal on the monopoly of the salt trade in France, and the general interest felt throughout the country by all classes, in having the obnoxious impost of Government reduced, as not only being highly detrimental to the commercial and agricultural interest, but the welfare of the population at large. The subject has been brought forward by several independent Members of the Chamber of Deputies, session after session; but invariably has it been opposed by the Ministers of Finance and Commerce. This session, the Chamber strongly discussed the necessity of a reduction, on the proposition of M. DEMESMAY—which was carried by a majority of 219 against 26. This is a commencement to the reduction of taxation and duties, which have borne so heavily on the industrious classes. As the Free Trade system, now being combatted for in this country, has given an impetus to our Gallic friends, who now begin to see that arbitrary impost laws, or high custom duties, are, and always will be, an impediment to the development of the resources—whether they be mineral, agricultural, manufactural, or mechanical—of a nation, in their social intercourse with other countries.

THE IRON TRADE.—We learn, from the letter of a correspondent, that the circulars for May have been issued to the trade from the principal houses—including those of the Messrs. Williams, Thorneycroft, Barrows, Badger, &c.: they announce no reduction in the prices of last quarter-day, nor that any is contemplated. At the last general meeting of the trade in Birmingham, it was supposed by many, that a reduction would take place before the close of the quarter, and some large orders were withheld under that impression. Since then, prices have been maintained—although, for a week or so after the settlement, orders were not brisk, and it was said there was a downward tendency. This, coupled with an attempt on the part of some large firms to reduce wages, led to a pretty general belief, that a reduction was about to take place. It appears, however, that within the last few days, there has been a revival in the trade; and, unless some extraordinary political or commercial event, which cannot be anticipated, takes place during the next two months, the present prices will, in all probability, be maintained—in Staffordshire, at least.

IMPORTANT DISCOVERY—COAL IN UPPER EGYPT.—The following particulars are from a letter, dated Syoot, Upper Egypt, April 15:—"A new discovery made in Upper Egypt fairly promises to alter sensibly the affairs of that country, in her relations, both commercial and political, with England. I speak of several mines of coal found in the Oasis of Ghenne, on the Arabic side of the Thebaid. Several loads arrived here yesterday from the Desert, on their way to the lower provinces, whither they are sent for the pasha's inspection. I have examined several of the samples, and they seemed to me equal to the very best coals of Scotland. For a long while the learned men of Europe had pronounced their infallible opinion, that according to the disposition of the soil, no bed of coal could exist in Egypt; but in spite of so formal an assertion, Ayme Bey, a distinguished officer attached to the pasha's service, persisted in his endeavours to realise the dream of his life. Conscious that no European theory could be applied to the physical state of nature in Africa, he started upon principles of his own, quite different from those accepted until now,—and after many years of hard toil, he succeeded in his vast enterprise. Within the last three months the bey had already found in three pits, and at a depth of 500 feet, the undeniable proofs of the existence of large beds of fossil coals; but a few weeks ago, another pit, having reached the depth of 700 ft., opened to the genius and perseverance of a man the long-concealed source of wealth, which must henceforward give to Egypt a great commercial influence among the nations of Europe. I leave to the talented gentlemen of the press the duty of treating this *question de l'avenir* under its various *points de vue*. As to me, I will this very day take the opportunity of my intimate acquaintance with the bey, and repair to the Oasis, whence I will forward to you, as often as possible, all the particulars and progresses of a discovery so much connected with British interest in India.—AL SOWAR."

MINING IN AMERICA.

[The following is the official document, referred to in the letter of "G. B." (American Institute), inserted in last week's *Mining Journal*.]

RESERVED MINERAL LANDS—REPORT.

The Committee on Public Lands, to whom was referred the Bill, directing the Sale of the Reserved Mineral Lands, have had the same under consideration, and report:—

That they are unable to trace, from documentary evidence, the original motives which led to the adoption of the existing policy of granting leases on the reserved lead lands; nor have they been able to find, in the statutes of the Government, satisfactory authority for the expenditures made in carrying out the system adopted.

Immediately after the acquisition of Louisiana, this Government appeared to have placed high estimation on the mineral resources of the upper province, particularly in lead, which had long been known, and from which had been drawn the principle supplies of that article for the ordnance department of Spain. Among the first acts of the United States, after acquiring the country, was a reservation of the lands on which lead ore was discovered, and a refusal to perfect inchoate titles derived from the French and Spanish Governments, where such ore was known to exist.

In November, 1821, a transfer of the control of those lead reservations was made, by an order of the President, from the Treasury to the War Department, with authority to appoint agents and grant leases not exceeding a term of three years. The agents resided in the country, who, from time to time, extended the reservations from lands on which lead ore had actually been discovered and worked, to such as bore indications of the presence of ore, by the appearance of the metalliferous rocks which crop out over an extensive region of country. The first evil of the system exhibited itself in Missouri, in the complaints and disaffection of a large portion of the oldest settled region of that state, where extensive settlements had been made previous to, and immediately after, the purchase of Louisiana, for agricultural purposes. Extensive areas of those settlements, in some instances embracing whole counties, were, by order of the agent, reserved as lead lands, and withdrawn from market by endorsements made on the plats in the register's office for the district. From that time until September, 1836, when the reserved lead lands of Missouri were brought into market by a special act of Congress, the country was involved in a harassing and expensive litigation between individual citizens and Government with the lessees. The consequences resulting were serious losses to the United States, not only in payment of extravagant bills of costs with which she was taxed, but the result has finally shown that large portions of her mineral lands, to which there was no dispute, and in which the most extensive and rich deposits of lead mineral were discovered, are rendered valueless by the superficial mining operations conducted on them, and the denuding of the surrounding lands of timber necessary to smelting the ore; and at this day there are remaining (although subject to entry since 1836) unsold tracts, which were among the most desirable and productive leases granted by the Government, for the reason that the superficial diggings have so far destroyed them for regular and systematic mining operations, that no one is found willing to purchase them at the minimum price of the public lands; and it is doubtful whether, if the entire cost to the Government of its agencies, contingent expenses, and costs in numerous suits brought against lessees, and individuals claiming under titles adverse to the Government, were fully made up and shown, it would not be found to exceed the value of the rents received from the mineral lands in Missouri. The average sale of the mineral lands in Missouri, made in September, 1836, is found to be less than $1 30 per acre.

Such being the result of the system experienced in Missouri, it is fair to infer it would be similar in Illinois and the Territories. The committee, however, have been able to trace it with more precision in its operation upon other regions of the mineral lands.

The statements of receipts and expenditures at the lead mines on the Upper Mississippi, embracing all those of Illinois, Wisconsin, and Iowa, as detailed in reports from the Ordnance bureau, from the 29th November, 1821, to the 30th November, 1845, show there were received within that period 5,545,729 lbs. of lead—the value of which, at an average price at Galena, of 2½ cents, would be $144,174 40. The statement of expenditures for the same period, in payment of salaries and contingent expenses, is set down at $68,464 50; leaving a balance for the treasury of the United States of $75,709 90, accumulated in a period of 24 years, which makes an annual average of $3158 74.

This is the most favourable exhibit made up from the reports of the Ordnance Department, without taking into account the losses sustained by deficits in the accounts of agents, the large expenditures from the treasury in the prosecution of suits, of which it is shown that there were more than 30 instituted, (many of which remain yet undetermined,) and the expenditure made in payments to different individuals employed in surveys and geological explorations of the mineral regions on the Upper Mississippi and Lake Superior.

This concise statement, it is hoped, will be found sufficient to exhibit the financial view of the question submitted to the committee; and the balance in favour of the treasury, if any, must be considered a pittance no way indemnifying for the losses sustained by the dilapidation of the public lands in their timber and mineral grounds. When subjected to a system of leasing, economy, or the future interests of the Government, cannot reasonably be expected to prevail; the lessee, in every instance, will consult his own interest by making most of the privilege obtained for the short period of his lease.

A more serious question presents itself to the consideration of the committee, regarding the right as well as policy of maintaining a system in one of the states of this Union, by which so large a portion of its citizens are held as a tenantry to the general Government. For a series of years the state of Illinois has been prohibited from exercising the peculiar privilege of her sovereignty, the right of levying a tax on the soil for the support of her Government. It is true, in the compact with Illinois, as with the other new states, for certain considerations, it was agreed to exempt from taxation all lands of the general Government until five years should have elapsed from their sale; but in good faith to the state, the general Government, it is conceived, is bound to place those lands in market so soon as they may be surveyed and desired for settlement and occupation. That event has long since taken place in the lead regions of Illinois. The county of Joe Davies's embraces the principle mines, and contained, in 1840, a population of more than 6000, and has increased, as shown by a recent census, taken by authority of the state, to upwards of 16,000; yet, with the exception of the town of Galena, there is not believed to be a freehold in the county, for the reason that those lands have been reserved from sale in consequence of their mineral character.

If the original object of the Government was to prevent monopolies, and insure a supply of lead for her ordnance stores at reasonable prices, the necessity no longer exists—the price of the article having been so far reduced, by the abundance of supply, that it has become no inconsiderable article of export from the United States to Europe and to China. Since the sale of the lead lands in Missouri, mining operations have been conducted in a regular manner—giving employment to large capital, and the advantage of machinery which enables them to penetrate deep into the bowels of the earth, where the large and bountiful supplies of mineral are only to be found. In 1825, and for several years after, the production of lead varied from 10,000,000 to 15,000,000 lbs. annually. It has, since the sale of the reserved lands in Missouri, rapidly increased, showing, from statistics fully to be relied on, that in 1845 the returns of lead from the mines in Missouri, Illinois, and the two Territories, amounted to more than 72,000,000 lbs.

It is the generally received opinion of those best informed and familiar with the subject, and believed by the committee, that if the mineral lands of the United States are brought into market, and made subject to entry as other lands, an amount of capital will be invested, and a development be made of the vast mineral resources of the country, that will make it independent of all foreign supplies, whether of lead, copper, zinc, or cobalt; and that this result has been kept back for many years by the policy of the Government, withholding from sale her mineral lands, and granting leases of a duration which would not justify the expenditure of capital, necessary to be employed in labour and in the construction and application of machinery indispensable to the permanent and practicable operation of mining.

The committee are informed, there have been some small reservations made of lead lands in the State of Arkansas, which, so far as they can learn, have never been subject to lease; believing them to be inconsiderable, they recommend that authority to sell them be given.

PROGRESS OF FRENCH MINING INDUSTRY.

[FROM OUR PARIS CORRESPONDENT.]

To-day, the Chamber will have to proceed with the discussion of the *projet de loi*, for establishing a railway from St. Dizier to Gray. The great object of this railway is to supply the Haute Marne with coal at a cheaper rate than at present. The Haute Marne, you are aware, is the richest iron district of France; but Nature, true to her churlish treatment of this country, as regards mineral products, has deprived it entirely of coal and fuel. The consequent necessity of bringing coal from a great distance renders its iron much dearer than it need to be; and not its iron only, but that of all France,—for the prices of the Haute Marne regulate those of the rest of the kingdom. It is incontestably true, therefore, that whatever will lessen the cost of iron in the Haute Marne, is a matter of national importance. That it will be so considered by the Chamber, cannot be doubted; and accordingly we may expect to see adopted the *projet de loi*, as presented by the Government, and recommended by a committee of the Deputies. The *projet* opens a credit of 31,000,000 fr. for the commencement of the works of the railway,—and directs that it shall pass by or near Joinville, Chaumont, and Langres. No provision is made with regard to the concession to a company, but more than one company has applied for it—one of them offering to accept it, with all its charges, for a subvention of about 25,000,000 francs. The Minister of Public Works, however, calculating on obtaining terms more favourable to the Government, does not propose to make any concession for the present. When the railway shall be once established, it is proposed to add embranchments on other lines—so as to bring coal from Prussia, Belgium, and England. It will, of course, be some years before all these projected lines of communication can be created,—and, perhaps, it is not too sanguine to expect, that before that time a complete revision of the French tariffs will have taken place, in such a manner as shall render the market of France more open to foreign, and especially to English iron, and less dependent on its own scanty resources. Certainly, a measure of that nature would be far more advantageous to the nation at large than the establishment of 500 railways, running to the Haute Marne, or any other of the iron districts in France; and such a measure the nation will certainly have sooner or later. But *en attendant* the adoption of a wiser and better system of commercial policy, it must be admitted, as I have already said, that this St. Dizier and Gray Railway is of national importance; for it will enable the Haute Marne to fabricate its iron at less price, and the consumers of all France to enjoy the benefit of the reduction. At present coal from the departments of the Soane and Rhone costs from 50 to 60 fr. per ton—say 55 on an average (the price at the pits is about 60 fr.)—and two tons of coal are necessary for the fabrication of one ton of cast iron, and four tons for one ton of iron. With the railway, the prices of coal will be reduced one-half, or thereabouts; and if to the railway be added the embranchments, the reduction will be greater. At all events, at the very least, a reduction of 30 fr. per ton on cast iron, and 60 fr. per ton on iron, may be calculated upon, which will be a very considerable relief to the consumer, though nothing like so great as he would derive from a sweeping reform of the tariffs. The report of the committee of the Chamber of Deputies, to which was referred the examination of the law, has exposed, in a report of great length, the necessity of the proposed railway from St. Dizier to Gray, so as to enable the coal of the Soane to be forwarded to Champagne, at a moderate rate. What is said, however, is not worth extracting—beyond the fact, that the Mining Department of the Government, all the provincial authorities, all the dealers in iron throughout France, unite in setting forth the imperative necessity of effecting a reduction in the price of coal, delivered in the Haute Marne, and of the advisability of making the railway for that purpose. Annexed to the committee's report, is a tabular statement of the production of cast iron and iron in the Haute Marne, compared with the rest of France,—from which it appears, that in 1835 the Haute Marne yielded 436,516 metrical quintals of cast iron; the rest of France, 2,947,997;—the Haute Marne, 225,452 metrical quintals of forged iron; all France, 2,041,194. In 1836 and 1837, there was an increase in the production of the Haute Marne and France—that of the former being greater in proportion. In 1838, the Haute Marne produced 554,184 metrical quintals of cast iron; all France, 3.477,766;—Haute Marne, 223,168 metrical quintals of forged iron; France 2,198,839. In 1839, its production, both of cast iron and forged iron, was considerably less than in 1839,—whilst that of all the rest of France was considerably more. In 1840, its return of cast iron exhibits a further decline, and of forged iron a slight increase; but in the latter, the rest of France was a-head by upwards of 2,000,000 metrical quintals. In 1841 its production of cast iron was only 478,082 metrical quintals; whilst that of France rose to 3,771,419; of forged iron 238,649, all France 2,637,740. In 1842 the supply of cast iron from the Haute Marne fell to 377,929 metrical quintals—that of France being 3,771,419; of forged iron—Haute Marne, 171,606, against 1,728,408 of all France. These were the lowest quantities it had produced for many years. The year 1843 presents an improvement to 508,196 metrical quintals of cast iron, and 223,006 of forged iron; but these are far short of its progressive returns of 1837 and 1838. The yield of the rest of France, in 1843, is not stated; but there is no doubt that it is greater in proportion than that of the Haute Marne. For 1844 and 1845, the comparative accounts are not made up. If, however, my memory does not deceive me, I communicated some time ago, the returns from the Haute Marne. From the citations here made, you will perceive that the production of that department—the most important in France—is being surpassed by that of the rest of the kingdom. Thus, from 1835 to 1842, both inclusive, the proportion of the Haute Marne to the rest of France was—for cast iron, 1-15th, 1-15th, 1-16th, 1-16th, 1-15th, 1-13th, 1-13th, 1-14th; for forged iron, 1-11th, 1-10th, 1-11th, 1-10th, 1-10th, 1-9th, 1-9th, 1-10th. Or, to put the same thing in a different manner, the production of the Haute Marne in 1839 was 55,000 tons of cast iron, and 24,000 tons of iron; in 1843, it declined to 48,000 tons of cast iron, and 22,000 tons of iron. The only cause that can be assigned for the falling off in the Haute Marne, is not the lack of ore, but the dearness of combustible. Thus, according to a return of the Council-General of Mines of the Department of Works, the Haute Marne pays 6 fr. 50 c. for coal,—whilst the furnaces of the south pay only 68 centimes; those of the north, 1 fr. 52 c.; those of the centre, 1 fr. 59 c.; those of the north-east, 3 fr.; those of Champagne (to which province Haute Marne itself belongs), 4 fr. 61 c.;—and this is not remarkable, when the great distance of the Haute Marne from the coal pits, and the absence of water or railway communication, is considered. In fact, no ironmasters are so badly off in this last respect, as those of the Haute Marne. They have literally nothing but common roads; whilst their brethren of the Franche-Compte and Alsace have a railway, and the canal from the Rhone to the Rhine; those of Le Chatillonais, the canal de Bourgogne; of Le Nivernais, the canal du Nivernais, and the canal lateral to the Loire; of the department du Cher, the canal du Berry, and a railway; of La Bourgogne, the canal of Bourgogne, and a railway; of Ardennes and the north, the canal of Ardennes, the canals of the north, the River Oise canalised, and a railway; of le Perigord, the Dordogne, and the canal d'Isle; of the littoral of Bretagne and Normandy, the seas of Alais, a railway, and the Rhone; of Decazeville, the Lot canalised; of Mayence and the Marne, the canalisation of the Mayence and Sarthe. Thus, you see that the proposed railway is greatly needed; but the chief interest of the long details into which I have entered is to show the products and resources of the great iron district.

The Deputies of the north of France, and other influential personages of that part of the kingdom, have had an interview with the Minister of Public Works, to press upon him the necessity of continuing the St. Quentin Railway to the Belgian frontier; or, in case that could not be done at present, to authorise the formation of a railway from Hautmont to the frontier, which, being less than 20 kil. in length, can be undertaken by authority of royal ordinance. The Minister pleaded that it was too late in the session to undertake the greater line, but that he would give his attention to that of Hautmont. The great quantities of coal—250,000 tons annually—taken from Belgium, render the continuation of the St. Quentin Railway to the frontier of the very utmost importance to the ironmasters of the north of France.

It has been stated, on the Bourse, that the great machine establishment and forges of M. Hallette at Arras (whose atmospheric system was examined in the last Number of the *Mining Journal*), are about to be placed in the hands of a company, M. Hallette continuing to manage them.

Comte Mole has withdrawn from the great amalgamated coal companies of the Loire. The corporation of St. Etienne is still spluttering against them. It is said, too, that the miners are very discontented, and very much disposed to make another strike.

The *Grande Montagne* carefully announces this morning in the newspapers, that it has been authorised by royal ordinance of the Belgian Government. Your Paris correspondence contained the same information last week. In its advertisements the company complacently felicitates itself on the favourable prospects before it.—*Paris, May 5.*

ON THE METALLURGICAL TREATMENT OF LEAD ORES.

Lead has been worked from the remotest times, and its uses as a metal long known. Although zinc has lately been substituted for it in very many instances, metallic lead is yet employed very largely in the manufacture of tubes, and other articles, which require a metal whose price is low, and which is readily worked. Metallic lead is also employed in the preparation of various oxides of lead, and lead enters into the composition of glass, and many of the glazes used in the Potteries; it is used in the manufacture of white lead, and sugar of lead (acetate of lead), in very large quantities. The facility with which lead enters into fusion renders the working of its ores easy and inexpensive. The only mineral, which is worked on the large scale, is galena (sulphuret of lead). The treatment of the natural, or artificial oxides—the phosphate, arseniate, carbonate, &c.—will only be mentioned generally; that of the sulphuret will alone be treated particularly. The oxide of lead, either pure or combined with carbonic acid, as carbonate, is readily reduced, when heated with carbonaceous matters. The natural phosphate of lead is only worked in the neighbourhood of Wissembourg, and is generally found mixed with the carbonate; it is fused in a reverberatory furnace with powdered charcoal. This process, however, is not well known, and its details appear imperfect. As the phosphuret of lead is a tolerably stable compound, it is quite evident that there is no utility in reducing the phosphate to that state, by the addition of charcoal: it would be much better to add to the ore either lime, or its carbonate (chalk), in order to form a phosphate of lime, and produce a consequent liberation of oxide of lead, which could be readily reduced in the ordinary manner by charcoal. In this manner the formation of matts, containing phosphorus, would be avoided—the presence of which occasions considerable losses of metal in the working. With these few remarks on the treatment of the rare minerals of lead, we will pass on to the consideration of galena, in its relations to the processes employed in its reduction.

This mineral is met with in Derbyshire and Northumberland, principally in the calcareous formations, and in Scotland in the transition grauwacke. There are considerable lead veins also in France, Saxony, the Hartz, Sweden, and Spain. Sulphuret of lead is often met mixed, or combined, with argentiferous ores. The lead is, in such cases, first extracted by the ordinary methods; in this process the lead carries down all the silver—which metal is extracted by after process, to be presently described. The argentiferous sulphurets of lead possess a marked crystalline character; thus, galenas having a small crystalline structure, or the micaceous galenas, as they are termed, are the richest in silver: those whose crystalline texture is larger, still contain silver, but not so much; and when galenas are crystallized in very large facets silver is seldom present. When galenas contain no silver, or too little to be worked with profit, they may be entirely freed from their gangue by washing; but, when they are argentiferous, the washing must not be carried too far, for occasionally the gangues themselves contain much silver. The gangues, or ores generally met with in contact with galena, are various; but those, whose action must be most particularly considered, are quartz, sulphate of baryta, pure or arsenical pyrites, and blende. Sulphuret of lead possesses certain chemical properties, which it is necessary to notice, in order to give a key to the action which takes place in the various processes to which it is subjected in its metallurgical treatment. It is not volatile *per se*, but volatilises in a current of air, or other gas; hence it is carried away as fume from the furnaces in which it is treated. When heated in contact with air, it is converted into sulphate; and, as the sulphate of lead resists the action of a very high temperature, this substance is nearly the only product of the treatment of galena by heat and air, as in its ordinary roasting. The sulphuret and sulphate of lead cannot exist together at a high temperature. One atom of sulphuret of lead—equal to 1 of lead and 1 of sulphur—and 1 atom of sulphate of lead—equal to 1 of lead, 1 of sulphur, and 4 of oxygen—mutually decompose each other with the formation of 2 atoms of lead and 2 of sulphurous acid, which are composed of 2 atoms of sulphur, and 4 of oxygen. For those parties understanding the use of chemical symbols, the following explanation will, perhaps, be preferable:—$Pb. 8 + Pb\ O, S\ O^3 = 2\ Pb. + 2\ S\ O^2$. Again, 1 atom of sulphuret of lead, and 3 atoms of sulphate of lead, are decomposed into 4 atoms of protoxide of lead, and 4 atoms of sulphurous acid—thus: $Pb\ S + 3\ Pb\ O. S\ O^3 = 4\ Pb\ O + 4\ S\ O^2$. When sulphate of lead is in excess, oxide of lead is always formed, and remains mixed with the sulphate. When sulphuret of lead is in excess, sulphurous acid is always disengaged, and a sub-sulphuret of lead remains—this sub-sulphuret possesses important properties. It can only exist at a very high temperature, and cannot be kept, excepting by rapid cooling; at a moderate heat, just sufficient to soften it; for example, it is converted into pure lead, and the ordinary sulphuret. Many of the phenomena occurring in the metallurgical treatment of lead, can be explained by this reaction. Sulphuret of lead is decomposed by iron at a very high temperature—sulphuret of iron and metallic lead being produced. It is yet more easily decomposed by oxide of iron—sulphurous acid gas, sulphuret of iron, and metallic lead being the result of the reaction. Lastly, it is decomposed very readily by oxide of lead—sulphurous acid gas and metallic lead being produced.

Among the properties of sulphuret of lead, which have been mentioned, there are two in particular, which are peculiarly adapted for the separation of the lead in the metallic state. The first, and most simple, consists in the employment of metallic iron, which gives rise to a fusible sulphuret of iron and metallic lead. The second is founded on the reaction of the sulphuret of lead on the oxide, or the sulphate of lead—sulphurous acid, and metallic lead, being the result. The sulphate and oxide of lead are produced by the simple roasting of the sulphuret. The process then consists in mixing suitable proportions of the roasted ore with the crude. Very often the species of liquation, which occurs when sub-sulphuret of lead is rapidly heated, is employed with advantage. Metallic lead separates in large quantities, and the remaining mass is richer in sulphur than before the operation, and becomes very fusible. The process is thus reduced to heating so rapidly the masses of sub-sulphuret, that the lead alone runs off without allowing time for the whole mass to enter into fusion, which would take place if the temperature were not suddenly raised at the commencement of the operation. The processes generally employed in the smelting of lead ores are divided into three series, according to the nature of the furnaces employed; they are the reverberatory furnace—the Scotch furnace, or ore hearth—and the half-high furnace, or *fourneau á manche*. According to the nature of the treatment, the processes are divided into those in which the desulphuration of the ore is effected by means of iron, and those by which it is effected without the addition of that metal; and, lastly, it must be remarked that galena is often submitted to a previous roasting before reduction, and it sometimes happens, that the roasting and reduction take place in the same furnace—so that, in general terms, it may be stated, that either metallic iron, or air, is necessary in the desulphuration of galena, and its consequent reduction.

Before treating, in a special manner, the methods applicable to the working of argentiferous leads, we must be contented by observing here, that whenever an argentiferous galena is treated, the metal produced by which is to be cupelled, it is not necessary to withdraw from it at first a very pure and soft lead; this would be of little use, because the lead has to be converted by cupellation into silver and litharge, which latter has to be reduced in order to obtain a marketable lead. These observations, however, apply only in cases where Pattinson's process, for the separation of silver from lead, is not employed; because, in these cases alone, it is the better the lead can be obtained at first, the more prosperously the separation will proceed—and it is only a very small quantity of lead, in comparison to the whole mass, which has to be cupelled.

Treatment of Galena in the Reverberatory Furnace.—This process was first contrived and employed in England; it is effected in Derbyshire, and some mills in the neighbourhood of Alston Moor. The richness of the mineral operated on varies very much, and the assays indicate from 25 to 75 per cent. of metal. The various kinds of ores are mixed together to facilitate the fusion of their gangues. The following is the manner in which the operation is performed at Lea:—Two kinds of ores are worked, the one pure galena and the other a mixed ore, which contains about—sulphuret of lead, 55; carbonate of lead, 23; sulphate of baryta, 19; clay, 3 = 100. These two ores are mixed in nearly equal parts, and about 16 cwt. is treated at one time. The English furnaces are generally provided with a hopper, which is situated over the ash, and in which the charge is placed. (After each successive charge, the furnace is cleared from slag and dross, and a new charge introduced, and spread on the floor of the furnace with rakes.) The doors of the furnace are then shut, in order to get up the heat. In about two hours, they are opened, and allowed to remain so until the smoke which fills the furnace has disappeared; they are then closed, and a second firing given; for a second time the doors are opened, and the ore stirred—first at the opening on one side of the furnace, and then on the other. The matter becomes pasty, and metallic lead trickles from all parts. The sulphuret of lead is converted into sulphate of lead during the first firing; but as, however, at the end of some time the doors are opened to *cool* the furnace, it is no doubt to prevent a complete fusion—the proportion of sulphate of lead produced not being sufficient, the reaction between the sulphate and sulphuret would be incomplete. After the second heating there is a sufficiency of sulphate of lead produced; the substance being then well stirred, the decomposition is determined, and metallic lead pours from all parts, under a disengagement of sulphurous acid. At the end of three hours and a half the mass appears inclined to liquefy; nine masses of fluoride of calcium (fluor spar), mixed with carbonate of lime (in the proportion of three of fluor to one of the carbonate of lime), are then added. The mixture is thus added at the doors of the furnace—firstly, three masses near the chimney; then three near the bridge; and, lastly, three in the middle of the furnace. They are then mixed with the ore by means of a rake; and, all the doors being closed, a third firing is given. If the first quantity of flux added does not suffice, a little more may be added to produce full fusion. The poor slag is then run off; and after that has ceased to run, the hole is closed, which had been opened to afford it a free passage. Small coal is then thrown into the centre of the furnace, in order to solidify the rich slags remaining in the bath in a state of semi-fluidity, which prevents their being withdrawn by a rake, or run out by means of the opening, which has afforded a passage for the more liquid slag. Sometimes lime is used, instead of coal, for the same purpose; but the lime augments unnecessarily the amount of matter to be fused; and, lastly, a lower hole is opened, and the metallic lead runs out into its proper receptacle. The richer slags are removed by the hole in the centre of the furnace, opposite that from which the lead is run. The operation lasts about five hours.

[*To be continued in next week's Mining Journal.*]

The Miners' Song.

Old Mother Earth, within thy breast thou'st hoarded, many a day,
The treasures that thy restless sons full fain would bear away;
Jewels, within thy silent caves, concealed their latent glow,
And *ore*, in fearful treasuries, was garnered long ago.
Unlock thy dreary caverns, Earth, and yield the precious hoard—
Thy sons demand the heritage which Time and thou have stored:
Give!—give! we seek these gloomy depths with persevering toil,
To bear unto the outer world the riches of thy soil.
Give!—give! we dare to rifle thee, and boldly brave thy wrath,
Although Destruction's ministers are grouped around our path.

Oh, breezes! rife with happy sounds, and the sweet breath of flowers,
Are wantoning in verdure, 'round those upper homes of ours;
And there the blessed light of Heaven pours down in radiant flood,
On sportive babes, and meek-eyed wives, who muse in sadder mood—
They muse on us, those wives of ours—blanched cheek and brow of care,
May well become them, when they think of all we do and dare.
The parting kiss of morning, which in health and hope we gave,
May be the last, and eventide may furnish us a grave—
For face to face with Death we stand, and oft before have stood,
While Peril grimly stalks behind, with her relentless brood.

Hark! crack! and boom!—a mighty sound through thy recesses fly,
And echo roars to cave again, with thunder-mouthed reply:
All shattered are thy rugged sides by such a mighty blast,
And gleaming fragments of thy wealth, in showers are round us cast.
Ho!—what is this?—a mangled form, with features none may trace—
Affection cannot recognise the mutilated face!
He was our brother! side by side we toiled, in days by-gone—
Bear him away then mournfully, and let the work go on.
Ah! what a flash! its lurid gleam, one moment did allume
The riches of these darksome depths, revealing deeper gloom:
Speak, comrades! is it well with all? your loud responding shout
Upon my apprehensive ear, like some glad peal rings out,
But, as the bell's gay chime is merged in a funereal toll,
The memory of a *missing* voice comes rushing o'er my soul.
The "*fire-damp*" claims its fearful tithe of all who hither come—
Then seek the victim, brethren, and bear him to his home!

Listen! the gurgling far-off sound of water strikes mine ear;
And now a loud tumultuous rush, announces it more near—
Fly! would you see your homes again?—there is no hope save flight!
The maddened torrent pours along in its resistless might—
Dashing aside impeding rocks, and hurling barriers down,
And filling to the very roof—oh, God! oh, God! we drown!
Oh, Earth and Air! oh, Fire and Flood! we dared to brave thy wrath,
E'en though Destruction's ministers were grouped around our path,
And the indignant elements, in mighty league combine,
To sweep from this, their dark domain, the invader of the mine!

REED'S RAILWAY CHAIRS FOR SLEEPERS.

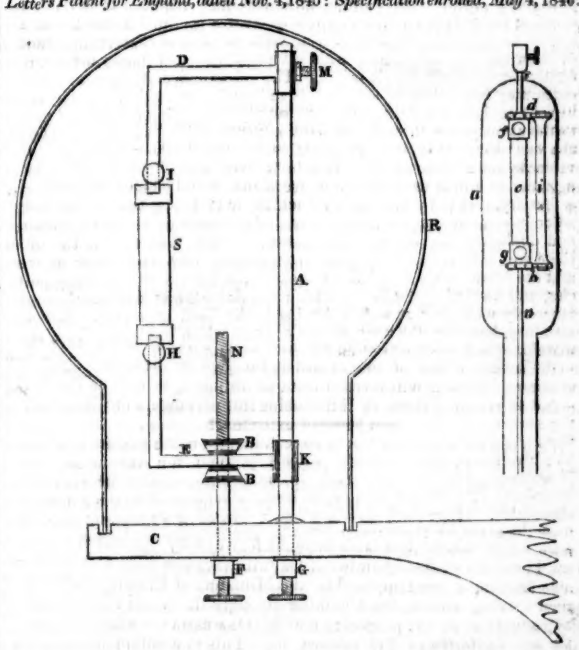
The improvement consists in affording to the rail a longer bearing and support than that of the chair now in use; and, therefore, renders the rails less liable to bend, break, or rise up at the ends, or points of junction. The chair is 10 inches across, giving six inches additional support to the rail—the present chairs being only four inches at most. At each side of the chair I, K, are square or oblong apertures or holes, to admit a pin affixed to the underpart of the rails, near the ends—which, when wedged into the chair, prevent the possibility of the rails drawing asunder, or starting up; or, instead of the pin, the rails may be notched together at their ends. The circular holes in the chair, a. b., are for bolts or screws to fasten the chair to the sleeper. The breadth of the chair is 12 in., and its thickness 1½ in. The angles of the chair are cut off, and it is hollowed out underneath, having a stay across, which reduces the weight, without diminishing the strength of the chair. These chairs, if not altogether, may be advantageously used at the joinings of the rails, and be made of any weight or dimension. The annexed drawings are top and bottom views of the chairs. Mr. Reed, in addition to the above, has patented other chairs, to be used on embankments, instead of stone blocks, or sleepers, forming altogether a metallic base, or platform, for the rails—the chief improvement and object being to afford the rails an entire equal bearing along the whole of the line, as well as durability—whereby greater strength will be imparted to the rails, or lighter rails be adopted in consequence. The description of these chairs is too long for present notice,—but we may, at future opportunities, recur to these very useful improvements in detail. By the adoption of metal, instead of stone and wood, a degree of permanency is given to the railway line, which can never be obtained by more perishable materials; and there must be a great saving of expense in the constant labour required for keeping the latter in a proper state of repair. By one of these improved metal chairs, the gauge of the rail is maintained without variation—a desideratum of considerable importance. We shall be glad to see the merits of these improvements appreciated by general adoption, as they appear calculated to insure greater safety, by preventing the rails getting displaced, and the occurrence thereby of accidents. The models of these chairs may be seen at Alex. Prince's, Esq., 14, Lincoln's-Inn-fields, London.

VOLTAIC ELECTRICITY.—At the Paris Academy of Sciences, M. Becquerel made some observations on certain phenomena relative to the production of voltaic electricity. It is known that, if a pile be formed of a thin plate of gold and a plate of platina, a current of electricity will be transmitted; and, as neither of these metals is oxidable, the fact was accounted for only by contact. This was a very unsatisfactory way of accounting for the result,—but it was the only one that presented itself. M. Becquerel, however, has ascertained that the plate of gold does undergo an alteration by its combination with the oxygen of the air; and thus, the production of electricity, under such circumstances, comes within the ordinary law recognized by natural philosophers.

THE PATENT ELECTRIC LIGHT.

The application of electricity to the purposes of illumination must rank as one of the great achievements of the age. The experiments of Sir Humphrey Davy showed that the most intense light could be produced by the passage of an electrical current across an interval between two charcoal points; but from the impossibility of making it continuous, it was of no practical use. It is remarkable that, although the subject has engaged the attention of scientific men from that time to the present, their experiments have been made on the same principle—that of the discharge from one point or pole to the other, called by electricians the disruptive discharge. They have tried poles formed of different substances, worked them into cylinders, disks, and other shapes, and enclosed them in vacuum,—but without success; as the particles are invariably torn off and dissipated by the intense heat generated, and powerful force exerted, at the point of discharge. Public experiments upon this principle have been made on the Place La Concorde, Paris,—and the results, though highly satisfactory as to the power of the light, did not prove that it could be sustained for any useful length of time. The various suggestions which have from time to time appeared, as to the application of electric light to different purposes, have evidently originated with those unacquainted with the great obstacle to its practical use. The difficulty is entirely overcome by the novel and important invention of Mr. John W. Starr, patented by Mr. King. It will be perceived, from an examination of the specification, that Mr. Starr avails himself of an entirely different principle from that hitherto employed. This principle is the ignition of a *continuous* conductor, so arranged that an extended surface is presented glowing with the most brilliant light. By this means the quantity of light may be increased without affecting its constancy—a result the very opposite to that which is obtained by the disruptive discharge; as the destruction of charcoal, or other material, goes on with corresponding rapidity as the light is enlarged. Among the novel results obtained, is the very curious and important one which the inventor has repeatedly demonstrated by accurate photometric measurement—that the light is as the square of the intensity of the current; or in other words, if the current from a battery of a given number of cells produces a light equal to 20 candles, double the number of cells will produce the light of 80 candles. This law will be of great advantage, when the invention is worked on an extensive scale. With regard to the source of electricity, although the voltaic battery may be used, the magnet is on many accounts to be preferred; and the result of a great number of expensive experiments has shown that, except in a portable apparatus, which is to be used for submarine lighting, and for the exploration of dangerous mines, the magnetic battery, from its simplicity, constancy, and economy, requiring only a small amount of mechanical power to keep it at work, is greatly superior. Of the advantages of this mode of lighting, it is hardly necessary to speak. The safety, cleanliness, and brilliancy of the electric light, combine to make it superior to every other artificial light.

Letters Patent for England, dated Nov. 4, 1845: Specification enrolled, May 4, 1846.



SPECIFICATION.—The nature of the invention consists in the application of continuous metallic and carbon conductors, intensely heated by the passage of a current of electricity, to the purposes of illumination. The metal, found to be the most advantageous to use for the purpose, is that which, while it requires a very high temperature for its fusion, has but a feeble affinity for oxygen, and offers a great resistance to the passage of an electrical current. Platinum, though not so infusible as iridium, has but little affinity for oxygen, and offers a great resistance to the passage of the current; and, as it is abundant and easily worked into the requisite form, it appears to be preferable to any other metal. The platinum should be worked into those exceedingly thin sheets, known as leaf platinum. This may be done by the ordinary process of the gold beater; but a more accurate method, and one that is to be preferred, is to place a piece of platinum foil between two thick plates of rolled copper, and reduce the whole to a thin sheet by rolling; when, on separating the copper pieces, the platinum leaf will be found of uniform thickness in every part. In this way, it may be obtained so thin that, on holding it before a printed page, the letters can be distinguished through it. A strip is to be cut from one of these sheets, of a width proportionate to the quantity of the current, which, with Grove's cells, having platinum plates three inches long, and two inches wide, is about one-fourth of an inch, and of a length proportionate to the intensity, which, of course, varies with the number of cells. Great care must be taken to cut the platinum strips of an equal width throughout, and with a clean edge; as, if this is not carefully attended to, the strip will be unequally heated, and will be fused in one part before the other parts have obtained a sufficiently high temperature to produce a brilliant light. The platinum strip is now to be suspended between two forceps, in an instrument made for the purpose—one form of which is shown in section in the drawing hereunto annexed, and marked No. 1. A is a square brass bar fixed into the wooden stand, C, having a binding screw, F, attached to its lower end. The two arms, E D, are attached to sockets, which slide on this bar, so as to admit of their being placed at different distances from each other. They are both bent at right angles, as seen in the figure, and terminated by broad forceps, tipped with platinum. These forceps are closed by the milled screws, H I; the arm, E, has a rod, N, with a screw cut on it, passing through it, and by means of the two nuts, B B, working on this rod, the arm may be adjusted to any required height, and the distance between the forceps thus regulated. The rod passes through the stand, and is attached to the binding screw, G. The socket, K, is lined with ivory, or some other non-conducting substance,—so as to prevent any metallic communication between the arm, E, and the bar; S is the strip of platinum leaf, which is first clamped in the upper forceps; the arm, E, is now adjusted to any required height; and the lower forceps are closed, so as to clamp the lower end of the strip of platinum. It may be now included in the battery circuit, by attaching one of the wires to the binding screw at F, and the other to that at G. The current should be one of considerable intensity, and the distance between the forceps should

be sufficient to prevent the platinum being fused. The distance may be lessened by raising the arm, E, and shortening the strip of platinum, until it attains the highest temperature it will bear without fusing; or the same object may be attained by increasing the intensity of the current. The glass shade, R, which serves to screen the platinum from currents of air, dust, &c., may then be placed over the apparatus, as seen in the drawing annexed. When carbon is used, it becomes necessary, on account of the affinity this substance has for oxygen at high temperature, to exclude from it air and moisture. To accomplish this in the most perfect manner, it should be enclosed in a Torricellian vacuum. One form of the apparatus for this purpose is shown in section in the drawing annexed, and marked No. 2.; *a* is a glass tube similar to those used for barometers, except that it has its upper end enlarged into a cylindrical bulb, and a stout platinum wire sealed in at the top. A binding screw is fixed on the top of the wire, whose lower end screws into the iron-piece *d*; to this piece the forceps, *f*, are attached,—and it is connected with a similar piece at *h*, by the porcelain rod, *i*. The forceps, *g*, are attached to *h*, and clamp the lower end of the carbon piece, *c*, which has its upper end held by those at *f*; *n* is a copper wire, which is fixed into the piece at *h*, and extends to the bottom of the tube; the tube is filled with mercury in the same manner as a barometer, the usual caution being taken to expel the air; its length, independent of the bulb, should be about 30 inches—so that, when it is inverted in a cup of mercury, a vacuum will be formed in the bulb. The instument is included in the electrical circuit, by connecting one of the wires from the magnetic or voltaic battery, with the binding screw fixed on the wire *c*,—and the other, with a wire which passes into the mercury in the cup, at the bottom of the tube. The circuit is thus completed by the column of mercury; and when it is depressed in the tube by the formation of vapour of mercury in the bulb, the connection is preserved by the copper wire, *n*; that form of carbon found in the interior coal gas retorts which have been long used, is well suited for this purpose, and may be worked into the form of either small pencils or thin plates, by the aid of the saw and file. As carbon will bear a very high temperature without fusion or volatization, it may be employed when a very intense light is required. When an intermitting light, for the use of light-houses, or for other purposes, is required, it may be obtained by breaking the circuit at intervals by clock-work; to effect this, one of the wires, from the magnetic or voltaic battery is connected with a spring, which is made to press on the circumference of a metallic wheel, fixed in one of the arbors of the clock, having certain portions of its surface cut away, so as to break and close the circuit at any required intervals. When the apparatus is suitably sealed, it may be applied to submarine lighting, and also to the illumination of places where it is necessary to guard against the inflammation of highly combustible or explosive compounds,—as in powder magazines, mines, &c. When a current is of sufficient intensity, two or more lights may be made in the same circuit—care being taken to regulate the power by increasing or diminishing the number of armatures, if a magneto-electric machine is the source of electricity, or the number of cells, if a voltaic battery be used—so that the united resistance of the strips of platinum, or carbon, shall be sufficient to prevent the passage of such a quantity of electricity, as would destroy them.—*Claim:* What is claimed as the invention, is the application of continuous metallic and carbon conductors, intensely heated by the passage of a suitably regulated current of electricity, to the purposes of illumination, as hereinbefore mentioned.

ON THE FORMATION OF AEROLITES, IN CONNECTION WITH ELECTRICITY.—Dr. A. Wall, for the last two years, has been engaged in several experiments in realising a plan for applying voltaic electricity in the manufacture of metals—in the course of which experiments he has noticed several phenomena, illustrative of conjectures, previously entertained by him, respecting the nature and formation of meteoric bodies. These bodies are known to consist of an alloy of iron, with nickel and chrome, and traces of other metals, and usually with a vitreous glaze of earthy matter, evidently denoting a volcanic origin. The volcanic fires in the centre of the earth may reasonably be supposed to reduce the ores with which they come in contact, into a metallic state, and supply magnetic or electrical power to the atmosphere, through the vent allowed by the volcanoes. Hence, the vast electro-magnetic concentration, existing in the neighbourhood of volcanic mountains, proportionate in its intensity to the actual state of agitation or rest in the volcano. Persons conversant with the operations of a foundry, and the properties of heat, know that portions of the metal, when in combination with other matter of a volatile nature, are eliminated and dissipated like steam,—and, therefore, while fusion is going on in these vast subterraneous furnaces, iron, in alloy with carbon and sulphur, and the semi-metals found there in excess, is carried off in minute particles, and finding egress through the volcanic crater, is borne aloft, simultaneously with the free carbon issuing in the form of smoke. Notwithstanding, however, the very minute division which has taken place, these metallic atoms will coalesce on the first occasion which offers for a reunion—the nature of their affinities remaining unaltered. While the atmosphere continues in one uniform settled state, no change in their condition occurs—but as soon as the electric fluid, which still pervades, and holds them in the same continuous bond, however extended, becomes disturbed, whether from excitation, or alteration in the equilibrium of the positive and negative conditions, then the power which kept them in a state of separation is overcome, and the atoms rush into union again. The phenomena, indicative of such disturbance, or, at least, coincident with it, are strikingly observable. Huge dark clouds, whether formed from vapours ascending from the earth, or the accumulation of the evaporative matter of volcanoes, stretch across the heavens in irregular, but determinative, course towards the place where their operations are about to commence—considerable friction, or attrition, taking place from the force of the winds, &c.; then a strong commotion is perceptible, which is nothing more than an adjustment of power, producing the lightning flash and thunder, while in the act of obtaining a due balance, the metallic particles are thrown into agitation, their affinities excited, and they rush together. Being thus reunited, they form a body outweighing the specific gravity of the atmosphere, and, consequently, fall to the earth in the form known so well as thunderbolts, or meteors—the carbon, sulphur, and phosphorus, and the other alloys, combining at the same time, augmenting and accelerating the ignition of the fiery ball in its course towards the earth. This course has been remarked, as generally bearing in an angle of 45, along a meridian from north to south, although modified, no doubt, by accidental circumstances, and often travelling to a great distance, where they fall in places, having no appearance of storm, or change, in the atmosphere.

GOLD IN THE RHINE.—A long communication has been addressed to the Paris Academy of Sciences, on the subject of the gold found in the sands of the bed of the Rhine. Hitherto, the annual extraction, after defraying the cost of collection and washing, has not averaged more than 45,000f. a-year; but, according to the communication made by M. Daubrée, and which is said to be founded on as accurate a computation as possible, the bed of the Rhine does not contain less than nearly 36,000 tons of gold, which would be worth in the market 114 millions of francs.

FIRE DETECTOR.—Among the latest additions to the Royal Polytechnic Institution is a most useful invention, called Taylor's Patent Fire Detector and Alarm. In size it is little larger than two fingers, and is perfectly harmless. In one form (for there are two) it consists essentially of a glass cylinder about three inches long, filled, or nearly filled, with mercury, and hermetically sealed. By a nice and somewhat difficult operation in the manufacture, it is arranged that the volume of mercury introduced should so nearly fill the cylinder that, on a slight increase above an ordinary temperature, it fills it completely. The point at which this takes place can be at any part of the scale,—but the one usually adopted in the construction of the instrument designed for general use, is 95° (Fah.) Below this point the mercury expands and contracts freely, as in the thermometer; but should the temperature ever exceed it by a few degrees, the immense force of the expanding mercury quickly overcomes the cohesion of the glass, and fracture inevitable ensues. The peculiar form of the cylinder, which has a bulb in its middle, insures that it shall break transversely, and separate end from end. In the other form, the union is effected by a fusible cement, which suddenly liquifies at about 100°. The effect of an undue temperature upon both is the same—viz., to detach the box from its cover, and cause it to fall. The alarm, when discharge announces the existence of fire, is contained in the box, inserted in about two feet of strong tape, —one end of which is made fast to the cover, and the other end to the box itself—so that, whenever the box falls, and reaches the end of the tape, it discharges the alarm by its momentum. The report which it produces would be heard throughout the largest building, either by day or night; and it would be physically impossible for any serious fire to exist undetected. The price of them are exceedingly small—therefore places them within the reach of all householders.

Original Correspondence.

FOREST OF DEAN IRON-MINE FORMATION.

SIR,—The principal vein of iron ore in the Forest of Dean, is found in the carboniferous limestone, underlying the coal measures at a depth of about 40 yards from the uppermost bed of that limestone; and the vein itself is uniformly covered by a bed of compact red limestone, about 3 feet in thickness, which is called the lidstone: the thickness of the vein is from a few inches, up to 60 feet—the ore lying in a series of irregular cavities, generally loose, but occasionally in compact masses. This formation extends under about 30,000 acres of ground, and may be computed to yield about 20,000 tons of iron ore per acre—giving the immense aggregate of 600,000,000 tons of ore for the whole produce of this district. The iron exists as a hydrated peroxide; water being combined with the oxide to the extent of from 4 to 11 per cent. of oxide. This hydrate is either in a nearly pure state, or combined in various proportions with carbonate of lime—yielding in the former state about 64 per cent. of iron; and in the latter, from 5 to 40 per cent. Manganese, magnesia, silica, and alumina, likewise enter sparingly into the composition of these ores of iron; the manganese contributing to give to the iron of this district, a degree of strength and toughness, only equalled by the best Swedish iron—in fact, from the pure hydrates, steel has been made by no means inferior to that prepared from the (L) Swedish iron. The vein of ore has been successively wrought by the Carthaginians, the Romans, the Danes, and their successors, up to the present time; and, lying inclosed in limestone rock of great thickness, and of excessive compact hardness, it was never, previously to the application of powder to blasting, accessible, except by sloping galleries, worked downwards from the outcrop of the vein, as far the natural drainage of the strata would permit. The ore was carried to the surface upon the backs of men and boys in flat oval-shaped wooden boxes, proportioned to the strength of the carriers. In this manner, immense caverns have been emptied of their contents, and the ore in some instances carried to the surface—a distance of 1100 yards. Until within a few years past, no new winnings, either by pits or levels, had been made to work this great vein; and the whole supply of ore was obtained from the old workings, which, after 2000 years of research and labour, still continued to yield a tolerable supply of inferior ores. Messrs. Crawshay were the first to sink an engine pit upon the vein, below the line of natural drainage. The quantity of ore found has been as extraordinary as its quality; consisting of hydrated peroxide of iron, in the state of comminuted gravel, slightly mixed with alumina, and yielding, when *dried*, about 55 per cent of iron. Such is the facility of working this ore, that miners have contracted to get it for 4d. per ton, and have, at that price, earned good wages—whilst the expense of the ore per ton at the pit's mouth, and including every outlay, has not exceeded 1s. 9d. In the event of a railway communication being established between the Forest of Dean, and the iron works of South Wales, the advantages derived by the latter, from the use of iron ore raised from the Forest vein, will be incalculable; for an unlimited supply of ore, yielding from 30 to 60 per cent. of iron, might be obtained from the Forest Mines, and delivered at the iron works at a cost of from 7s. to 9s., including raising, carriage at ¾d. per mile, and a profit of 2s. per ton to the owners of the mines. The admixture, likewise, of the calcareous Forest ores, with the argillaceous Welsh ironstones, will improve the quality of the Welsh iron, and materially increase the burden carried by each furnace using this mixture of materials. The Forest Mines are all rented from the Crown, at a lordship or royalty, never exceeding 4d. per ton of ore; and a sufficient quantity of land is always allowed by the Crown for buildings, heaps of rubbish, &c. The iron mine of the Forest has, of late years, acquired a bad character, both in Staffordshire and South Wales, owing to the inferior rubbish, or refuse ore, which had been cheaply raised from the old workings, having been sold as rich iron mine to the ironmasters of both those districts by needy adventurers, whose only object was to sell a few hundred tons of ore to parties, who, when too late, found out that they had paid dear for ore, hardly deserving the name of iron mine. This has no doubt operated as a check to mining enterprise in the Forest of Dean, where, however, a rich field lies open to those who possess even a moderate share of capital.—ROBERT MUSHET: *Coleford, May* 4.

M. TREMBLEY'S APPLICATION OF ETHER TO THE STEAM-ENGINE.

SIR,—Fair criticism on matters of invention must be as acceptable to inventors, who wish to arrive at the truth, as it is conducive to the interest of men in general, in assisting them to discriminate justly as to the value of different inventions presented for their approval. In this spirit, I take occasion to inquire into the merits of a French invention—the originator of it a M. Trembley—an account of which appeared in the *Mining Journal* for Feb. 21; in which, among other recommendations, it claims a saving of 50 per cent., by using the heat derived from steam in the act of condensation for the production of a vapour from sulphuric ether. It is well known that at 100° the vapour of water has a tension or pressure of not quite 1½ lb. per square inch. This temperature will produce from ether vapour of a pressure equal to 15 lbs. per square inch—so that the heat may be given off from the steam to the ether, producing nearly a perfect vacuum in the steam condenser, and, at the same time, produce from ether vapour of a pressure equal to that of the atmosphere. To assist us in forming an adequate conception of the available power produced, it is desirable, for a comparison with steam, to fix upon a definite quantity of water and heat—for this purpose, therefore, let us suppose 100 grains of water, combined with 1000 deg. of heat (Fah.), which will give us 100 grains of steam. I fix on the above quantity, as in Dr. Ure's *Dictionary of Chemistry* (article Caloric) is given a set of conclusive experiments, made by the author, for determining the latent heat of the vapours of water, alcohol, and ether—the vapours of all having an atmospheric pressure—the quantity experimented upon being 200 grains of each. I find, from these experiments, that the quantity of heat requisite to convert the above 100 grains of water into steam, would convert 325 grains of ether into vapour of the same pressure as that of the steam; but on referring to the volume of 325 grains of ether vapour, we find it one-fifth less than that of the 100 grains of steam. We have, therefore, one-fifth in volume to deduct from the ether vapour, supposing the transmission of the 1000 deg. of heat were complete. The next question is—what part of the force of the vapour of ether can be rendered valuable, under such circumstances as are attendant upon the steam-engine? One thing to be particularly noted is, that the transmission of the heat must be all but instantaneous from the steam to the ether, and from the ether vapour to the medium by which it is condensed; bearing this in mind, the condenser cannot, I think, in the summer at least, be kept at a lower temperature than 70 deg. (without the use of frigorific mixtures, supposing the water for condensation to be at 50 deg., it would then require three times the quantity to condense the vapour, or about 81 times the weight of water contained in the steam.) The tension of the vapour of ether would be 8 lbs. per square inch, at 70 deg. The available force, therefore, would be but 7 lbs. per square inch; from this we have to deduct one-fifth—as we have seen that, the 100 grains of water being imparted to them, 1000 deg. of heat are in volume one-fifth greater than the 325 grains of ether, containing the same 1000 deg. of heat. The available pressure, therefore, is 5½ lbs. We shall now readily get the per centage it bears to the 1000 deg. of heat, converting the 100 grains of water into steam, under a pressure of 115 lbs. per square inch, and used expansively with the above-named vacuum. We find that 100 grains of steam so used is equal to raise 1546 lbs. one foot high, while the vapour of ether will not raise more than 176 lbs. one foot high—so that, instead of 50 per cent., as claimed for it, we should gain only 11 per cent.

But, in the above remarks, I have assumed conditions in reference to the ether, which in practice it will not realise—the first is, that the whole of the 1000 deg. of heat would be imparted to the ether. This, as must be clearly seen, cannot take place; for, if we suppose the natural temperature to be 60 deg, still there is 50 deg. retained in the steam condenser. Secondly, from the almost instantaneous exchange of heat which must take place in the steam-engine, under such circumstances, the ether will not in practice be found to attain as high a temperature as the steam or vapour of water in the steam-engine condenser. Whatever it falls short of this temperature, will be so far a reduction from the pressure of the vapour of ether which we have assumed. Thirdly, I have given the full vacuum due to the temperature of the ether condenser; whereas in practice it is found not to be realised in the cylinders. From these considerations, it appears to me, without going into the question as to the extra expense, and friction, attending such an application, that the absolute saving would not exceed 5½ per cent.—only allowing, therefore, 2¾ lbs. for the loss depending upon the three practical circumstances above alluded to.

Birmingham, May 5. THOMAS CRADDOCK.

GODSON'S PATENT SMOKE CONSUMING APPARATUS.

SIR,—Being the author of the paper on Godson's patent smoke consuming apparatus, which was read at the Society of Arts, on Wednesday, April 29, and having seen the report of the same, with the discussion thereon, in your paper of May 2d, I cannot help expressing my surprise that any person present on the occasion (as I assume the writer of the article to have been), should have given so erroneous an account of the real occurrence. As far as I can recollect, one gentleman, and one only, spoke highly of Juke's furnace; others mentioned one of his furnaces as an infringement of Bodmer's travelling grate (which question, it was stated, had been settled between them); and one gentleman exhibited a drawing of another of Jukes' furnaces, having more reference to Godson's, but in which the mode of feeding was by no means likely to effect the consumption of the smoke. With respect to Coupland's patent, the less he says about identity the better for him, as the date of his patent is subsequent to that described in the paper—the one having been sealed in January, 1841; the other, in September, 1841. On behalf of Mr. Godson, I beg to request your early correction of the mistakes to which I refer. I shall be open to receive any communication you may think fit to address to me, relative to the validity of his patent, of the true nature of which the writer of the article in your paper is evidently ignorant.—WILLIAM SPENCE: 43, *Cornhill, May* 7.

IMPROVEMENTS IN OBTAINING MOTIVE POWER.—Mr. D. Wilkinson, of Potters Pury, near Stony Stratford, has recently patented some improvements in obtaining motive power: the invention consists in a mode of heating atmospheric air, and combining the same with steam, and then employing them conjointly to work an engine, instead of steam or air alone. The mode of applying this invention to work a high-pressure steam-engine is as follows:—The patentee employs an air-pump of about half the cubic contents of the cylinder of the engine, but he does not confine himself to that size; by means of this pump the air is forced through pipes or other suitable apparatus (to which heat is applied externally, in order that the air may become highly heated) into a steam-boiler or other apparatus, wherein the heated air combines with the steam, and from thence the combined air and steam are conducted to the boiler of the engine. This invention is intended to be employed chiefly with high-pressure steam-engines; but it may be applied in the same manner to condensing engines. The patentee says he is aware that it has been proposed to introduce heated air into a steam-boiler, and to use such heated air conjointly with the steam for working an engine; but in this case the air was heated, and more or less decomposed, by passing in contact with the fire employed for heating it, and the air and products of combustion passed together into the boiler. He does not, therefore, claim the use of heated air combined with steam, when the air has been brought into contact with the fire used for heating it, and then caused to pass, with the products of combustion, into the boiler; but what he claims is, the forcing of air through pipes or other suitably-heated surfaces, and then mixing the same with steam, and causing the steam and heated air conjointly to work an engine, as above described.

IMPROVEMENTS IN THE CONSTRUCTION OF RAILWAYS AND RAILWAY CARRIAGES.—We extract the following particulars of the patented inprovements of Messrs. Austin and Quick, from Newton's *London Journal of Arts*:—This invention consists in improvements in railway carriages and conveyances, and in the laying and arrangement of the rails of the two gauges, termed the broad and narrow gauges, at the places where they meet, and at the crossings, sidings, and turn-tables of the two gauges, so that the same carriage or conveyance may travel both on the broad and narrow gauge, and pass from one to the other without stoppage. The carriages and conveyances are of the narrow gauge dimensions; but, instead of only a single pair of wheels to each axle, two pairs of wheels, of the same diameter, are applied thereto; two being fixed at each end, and at such distances apart, that the outer wheels will fit the broad gauge, and the inner ones the narrow gauge. The axle bearings may be situated between the two wheels at each end of the axle, or outside the outer wheels; the grease or lubricating-box being regulated according to the bearings, and so placed as to be readily got at. The wheels for the two gauges may be fixed on distinct axles, instead of on the same axle; but the patentees prefer the latter arrangement. At those places where the rails of the broad and narrow gauges meet, in order that the carriages and conveyances may proceed from one to the other, the rails of the two gauges pass each other (the narrow gauge-rails passing within the broad gauge-rails) for a short distance (say about 3 ft.), so that the wheels appertaining to the gauge on to which the carriage is to be transferred may be travelling on the rails of such gauge before the other wheels quit the rails of the gauge to which they belong: the rails of each gauge are turned sufficiently outward to prevent the flanges of the wheels from striking against the rails.

At the crossings from one line of rail to another on the same gauge, and the entrances to the sidings on each gauge, openings must be made across each rail, at the proper distance from, and parallel to, the rails travelled upon in each direction, so as to allow the flanges of the wheels appertaining to the other gauge to pass through—guide or check-rails being provided for each opening, as is now practised. The only alteration required in the turn-tables is, that an additional square opening or notch (similar to those now made for the present number of wheels) be formed across each rail of the turn-table, to allow the flange of each additional wheel to pass through. The patentees claim the use or application to the same railway carriage or conveyance of a double set of wheels, as before described, to fit the two gauges called the broad and narrow gauges, and the laying and arrangement of the rails at the meetings of the two gauges, and at the crossings, sidings, and turn-tables of each gauge, for the purpose of allowing railway carriages and conveyances, so fitted or constructed, to travel uninterruptedly over the lines of both gauges, as above described.

"THE IRON SLAVE."—We have already, on more than one occasion, directed public attention to this wonderful machine, constructed on a new mechanical, labour-saving, principle; but the invention has not yet received that examination in Jamaica of which we think it might be found eminently worthy, and therefore we have no hesitation in again bringing it before our readers. It is represented as intended as a substitute for the work formerly done by the human slave in warm climates,—and has been made for the Tropical Emigration Society of England. If the account given of it may be depended upon, as we trust it may, we should hold ourselves guilty of a culpable omission were we not to endeavour to fix upon it the early attention of our planting friends. The first public display of this invention, which, it is seriously alleged, will, at no distant period, altogether change the present system of agricultural labour, especially in warm climates, excited a good deal of interest. The machine is intended for agricultural proposes,—such as ploughing, sowing, reaping; also, for making canals, roads, and tunnels. It is a frame of iron, 4 feet wide, and 20 feet long in front, with a shaft of 6 feet 6 inches long behind, with two broad wheels, and a steering wheel on the extreme end. On the front shaft are feet similar to spokes of wheels, with buffers on their extremities; these enter the ground by the revolving of the shaft. This is caused by a long lever of 20 feet, swinging backwards and forwards on a spindle, and pulling alternately two levers of three feet, in a box on two wheels, fixed to the shaft, similar to the capstan on the Great Britain steam-ship, with the difference that the motion can be reversed, or the levers so placed, that they vibrate without the driving-wheel. The power to work this machine is communicated by ropes, pulling alternately on the lever; these ropes at a distance of 100 yards were wound around a double drum, and corresponding ropes ran from the drum to the distance of a further 120 yards, to two cranks of a steam-engine. By this trial, a new mechanical principle was established—namely, the transition of power from a fixed point to a moving point, going in arbitrary directions at the will of one man at the steering-wheel, which was thought impossible by scientific engineers. By prolonging or shortening the communicating ropes, the distance from the prime mover to the machine travelling on pulleys and rollers to diminish friction, and from the drum to the "satellite," they are held up by cars with poles if they extend to a great distance, to keep them from the ground. The trial itself proved fully the practicability of the machine. The machine is intended to work and move at the rate of three miles an hour. The trial was made on a square of 11 acres, on the property of Mr. E. King, of Blackburn, who kindly lent to the Tropical Emigration Society his steam-carriage, which, 11 years ago, was running between Hammersmith and London.—*Jamaica Times.*

DEBILITY AND CONFIRMED ASTHMA—EXTRAORDINARY CURE BY HOLLOWAY'S PILLS.—Extract of a letter from J. Thompson, Esq., proprietor of the *Armagh Guardian*, April 17, 1846:—"To Professor Holloway.—Sir,—A sergeant, living in this city, lately returned from the East Indies, caught a severe cold by the change from a tropical to a moist climate; he became very ill, weak, and asthmatical. I am happy to say, that he is not only quite cured of the asthma, but is also now so strong and vigorous, that he can run round the Mall with any person in the city. This cure has been effected entirely by using your medicines."—Signed, "J. Thompson."—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

GREAT INDIAN PENINSULAR RAILWAY.—By information received by the Overland mail, we are glad to perceive that it has been determined to commence the actual construction of the works between Bombay and Tannah at an early date. This is an arrangement the judiciousness of which can admit of no question; for by its adoption the native artisans and labourers will become familiar with the details of railway operations, and be enabled to execute hereafter, in a satisfactory and expeditious manner, works which must of necessity involve, in the first instance, some degree of difficulty and delay. The knowledge thus acquired will soon be generally diffused; and in the course of a short time, we may expect to see at the company's disposal a numerous band of efficient workmen, available for employment at any stage and in any branch of its undertaking. We hear that measures are already being taken for marking out the course of the railway between Bombay and Tannah, and that a commencement has been made in the direction of Girgaum, so that any of our readers who may be desirous of inspecting the work, will have an excellent opportunity of doing so.

MEXICAN COMPANY—PROCEEDINGS at the ANNUAL

GENERAL MEETING of the Mexican Company, held on Thursday, the 7th of May inst., at their office, Great Winchester-street:—

The secretary read the advertisement convening the meeting, as also the report of the directors; after which, the following resolutions were moved, seconded, and unanimously passed:—

1. That the report now presented, and read, be received, adopted, and ordered to be entered in the minute-book of general meetings of proprietors.
2. That Samuel Prior, Esq., and James Robinson Maude, Esq., be re-elected directors of the company; and that Thomas Starling Benson, Esq., be re-elected an auditor of the company.
3. That the cordial thanks of the proprietors be presented to the chairman and directors for their continued and gratuitous attention to the administration of the affairs of the company.
4. That the best thanks of the meeting be presented to Mr. Maude, the secretary, for his continued attention to the management of the affairs of the company.
5. That a similar mark of respect and acknowledgment be presented, on behalf of the meeting, to Pasqual Fenochio, Esq., the company's agent in Mexico, for his continued and unwearied attention to the management of the company's affairs in that country.

J. M. MAUDE, Secretary.

PATENT GALVANISED IRON COMPANY.—At a Meeting

of the proprietors of this company, held at the offices, 3, Mansion-house-place, London, on Tuesday, the 31st March, 1846, the following resolutions were adopted:—

1. Resolved,—That the report of the directors, and the accounts now submitted, be received and entered on the minutes.
2. Resolved,—That this meeting, deeply impressed with the great importance of complete railway communication between the company's works in Wales, the manufacturing districts, and the ports of the Bristol Channel, confirms and approves of the subscription by the directors, on behalf of the company, for 1000 shares in the Llynvi Valley and South Wales Junction Railway, appoints the directors trustees to hold the said shares on behalf of the company; and authorises them to do all necessary acts in pursuance of the engagements into which they have entered in respect of the same.
3. Resolved,—That a dividend, at and after the rate of 8 per cent. per annum, free of income tax, be declared for the half-year, ending 31st Dec., 1845, on all shares entitled to the same, and that the same be made payable on and after the 30th April next.
4. Resolved,—That John Field, jun., Esq., be re-elected a director of this company.
5. Resolved,—That Wm. Mallins, Esq., be re-elected a director of this company.
6. Resolved,—That the Rev. Thos. G. Hall be re-elected an auditor of this company.
7. Resolved,—That D. R. M'Nab, Esq., be re-elected an auditor of this company.
8. Resolved,—That the best thanks of the meeting be given to the chairman, directors, and managers, for the ability with which they have conducted the affairs of this company to the present time.
9. Resolved,—That the thanks of this meeting be given to the Rev. Thos. G. Hall and D. R. M'Nab, Esq., for their services as auditors of this company.

The Deed of Settlement is completed, and would have been laid before the meeting for execution, but has been detained by the Registrar of Joint-Stock Companies; it will, however, it is confidently expected, be ready for execution previous to the payment of the dividend on the 30th proximo.

S. VINCENT, Secretary.

3, Mansion-houes-place, London, March 31, 1846.

SAFETY FUSE FOR BLASTING ROCKS, SUBMARINE EXPLOSIONS, &c.

THE BRITISH AND FOREIGN SAFETY FUSE COMPANY

beg to inform the MANAGERS and AGENTS OF MINES, and OTHER PARTIES engaged in WORKS requiring the SAFETY FUSE, that they are now able to SUPPLY that ARTICLE in ANY QUANTITIES, and of such descriptions, as may be required.

The British and Foreign Safety Fuse Company have spared no expense, in order to make an article of the first quality; and they hope, by a strict attention to business, to merit a continuance of the orders which they may be favoured with.

Orders from any part of the kingdom will be executed with every possible dispatch, and particular care will be observed in packing fuse which may be wanted for exportation.

Dated Redruth, Cornwall, April 21, 1846.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

SMART'S ELLIPTICAL CONVEX METALLIC PADDLE

FLOATS, FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in *all points*, having been fully proved by its use on various steamers of from 90 to upwards of 200-horse power—and applications being made for licensing several iron steamers, from 70 to 300-horse power, the patentee confidently recommends it to the Government and the public generally.

Its superiority consists, in beauty of appearance, stability, durability, its property of greatly reducing vibration and undulation, inexpensiveness, powerful agency in checking a ship in chance of collision—and what is of the greatest consequence, giving an immense increase of speed. All these must have a powerful influence, not only on steam proprietors, but more especially on the minds of the steam-travelling public.

These Floats can be easily applied to any wheel.

Applications for license (for which a fee of 10s. per horse-power is charged) to be made to the patentee, Mr. Robert Smart, 5, Grenville-place, Hotwells, Bristol, or his agents.

PATENT IMPROVEMENTS IN CHRONOMETERS,

WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6 gs. each; in gold cases, from £8 to £10 extra. Gold horizontal watches, with gold dials, from 8 gs. to 12 gs. each.

DENT'S PATENT DIPLIEDOSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use is. each, but to customers gratis

HALLETTE'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.—(Completely Registered).

The EXPERIMENTAL LINE OF RAILWAY, at the ROSEMARY BRANCH PECKHAM, for EXHIBITING the APPLICATION of HALLETTE'S ATMOSPHERIC SYSTEM, IS NOW OPEN. Days of running—Wednesdays, Thursdays, and Fridays, between the hours of Twelve and Four. Tickets may be had, on application, at the offices, Winchester-house, 52, Old Broad-street, London. EDW. J. COLE, Secretary.

SLIGO AND SHANNON RAILWAY.—Notice is hereby

given, that a MEETING of the holders of scrip, and of bankers' receipts for scrip, of the Sligo and Shannon Railway, will be HELD on Monday, the 18th of May, at the company's offices, Winchester-house, Old Broad-street, London, at Twelve o'clock at noon precisely; when a copy of the Bill for making the said railway will be submitted for the consideration of the meeting, pursuant to the recent sessional order.

The scripholders will be required to produce their scrip, or bankers' receipts, prior to voting.

By order of the committee,

W. R. ORMSBY GORE, Chairman.
J. COLE, Secretary.

Winchester-house, Old Broad-street, May 4, 1846.

LONDON AND YORK RAILWAY.—

BROTHER SHAREHOLDERS,—Be cautious. If you get your shares marked, so as to entitle you to the "Eastern Counties Extension" shares, you will have the benefit of the Eastern Counties Extensions, if their bill passes, and can fall back on the amalgamation with the Direct Northern, if the London and York bill passes. If you consent to the amalgamation with the Direct Northern, and the London and York bill fails, you lose all chance of the Eastern Counties offer. Think which is best, You will, in a few days, find binding your shares to the Direct Northern amalgamation will make them unsaleable. The public will not buy shares on which they have only one chance, but those on which they have two chances—viz., the benefit of being converted into stock of the company that gets its bill, whether it is the Eastern Counties York Extensions, or the London and York.—London, May 8, 1846.

A SHAREHOLDER.

HALEY'S PATENT LIFTING JACK.

MANUFACTURED SOLELY BY
W. & J. GALLOWAY, ENGINEERS,
KNOT MILL IRON-WORKS, MANCHESTER.

The attention of parties who employ LIFTING JACKS, is respectfully requested to the superiority of the above over those hitherto in use. It will lift either at the top or below—having a claw, the same as the rack jack. Its parts are made in the most accurate manner—*each working piece being engine-cut*. Notwithstanding its superiority, in point of workmanship, and combining utility, safety, durability, and neatness, the cost is not more than that of the rack jack, of rude manufacture.

Amongst the advantages which it possesses, the following may be enumerated:—

1. It is about *half the weight* of the ordinary rack jack of equal power.

*** This is most important, as the ponderous nature of the rack jack is one of the main objections to it, requiring *two*, and often *three*, men to carry one of moderate power; whereas, one of the improved jacks (capable of lifting five tons), can be borne with ease by one man.

2. The handle (working similar to the rack jack) *may be let go with the lift on*; and although it has neither ratchet wheels or any other mode of securing it, it will not run back, but remains stationary, and quite safe.

3. Its parts are few, and simple (made entirely of wrought-iron, and case-hardened).

PRICES.

No. 2 size—to lift 2 tons		£6	0	0
„ 3 „ „ 4 „		7	0	0
„ 4 „ „ 8 „		9	10	0
„ 5 „ „ 12 „		12	0	0
„ 6 „ „ 16 „		15	0	0

CORNWALL RAILWAY AND CORNWALL AND DEVON CENTRAL RAILWAY.

Cornwall Railway, Truro, April 25, 1846.

SIR,—I have to request the publication, in your next Journal, of the following communications which have lately taken place between the committees of the Cornwall Railway and Cornwall and Devon Central Railway.

I have the honour to be, Sir, your obedient servant,

To the Editor of the *Mining Journal*. P. P. SMITH, Sec. pro tem.

CORNWALL RAILWAY AND CORNWALL AND DEVON CENTRAL RAILWAY.
Cornwall and Devon Central Railway Office,
4, Old Palace-yard, Westminster, March 24, 1846.

SIR,—I am directed by the managing committee of this company to send you the enclosed copy of a resolution passed by the board here this day. I shall be obliged by your laying the same before the committee without delay, and favouring me with a reply as soon as possible.

I remain, Sir, your obedient servant,
L. CROMBIE, Secretary.

P. P. Smith, Esq., Cornwall Railway Company, Parliament-street.

Extract from Minutes of the Select Committee of the Cornwall and Devon Central Railway Company.

Old Palace-yard, March 24, 1846.

The committee being impressed with the great importance, both in a national and local point of view, of a line of railway being carried through Cornwall and Devon—thus connecting Falmouth Harbour with the metropolis and the north—at the earliest practicable period, and feeling that an expensive and protracted Parliamentary struggle may result in the entire rejection of the present schemes, and thereby peril the making any railway through Cornwall for many years, and being satisfied that the decision of the Legislature with respect to the projected competing lines to Exeter must essentially affect the Cornish projects—

Resolved,—That, to insure so great a national and local good as a railway through Cornwall, and to save the shareholders of the competing companies the enormous expense of a Parliamentary contest, this committee do propose to the Cornwall Railway Company, and the West Cornwall Railway Company, that, with a view to an ultimate and amicable arrangement, the Bills for the Cornwall and Devon Central Railway (with the exception of that portion from the fork at Penmorthers to Penzance, and the Hayle and Lelant branches) and the Cornwall Railway, and also the West Cornwall Railway (subject to such modifications as may be agreed on), shall pass unopposed, and that the West Cornwall Railway Company shall be consolidated with such company as may ultimately make the line through Cornwall, on equal terms, and that, in the event of this proposal being entertained, that a sub-committee be appointed to confer on the necessary details.

Cornwall Railway, 25, Parliament-street, London, March 25, 1846.

SIR,—I beg to acknowledge the receipt of your letter, of yesterday's date, enclosing copy of a resolution passed by the committee of the Cornwall and Devon Central Railway. I will lay the resolution before the committee of the Cornwall Railway without delay.

I am, Sir, your obedient servant,
P. P. SMITH, Sec. pro tem.

L. Crombie, Esq., Cornwall and Devon Central Railway, 4, Old Palace-yard.

Cornwall Railway, 25, Parliament-street, London, March 27, 1846.

SIR,—I beg to send you a copy of a resolution passed by the board here this day.

I am, Sir, your obedient servant,
P. P. SMITH, Sec. pro tem.

L. Crombie, Esq., Cornwall and Devon Central Railway, 4, Old Palace-yard.

Extract from the Minutes of a Board Meeting of the Cornwall Railway.

25, Parliament-street, March 27, 1846.

The directors of the Cornwall Railway Company having received and considered an extract from the minutes of the select committee of the Cornwall and Devon Central Railway Company, of the date of the 24th March—

Resolved,—That the directors of the Cornwall Railway Company most cordially concur in the opinion expressed by the committee of the Cornwall and Devon Central Railway, of the great importance of a line of railway being carried through Cornwall with the least possible delay, both for national and local purposes; and they sincerely reciprocate the desire expressed in the minute, that an expensive Parliamentary opposition may be avoided, which, in the opinion of the Cornwall and Devon Central Railway Company, would peril the construction of any railway through the county for many years. That this board is concerned to find that a proposal should be submitted so impracticable and inconsistent with the object which it professes to attain—inasmuch as it cannot reasonably be expected that the Legislature will consent to confer powers upon two separate companies, to take lands compulsory for both railways, and to hold such powers in abeyance over the landowners, with the avowed purpose of some future selection of one line, and repudiation of the other—such selection to be made, not by the committees of the two Houses of Parliament, who alone are competent to determine it, but by the promoters, or parties, who may represent the companies, after both shall have been incorporated. That, even if Parliament could be induced to pass the two acts, it is the firm opinion of this board, that it would be unjust on the shareholders of either company, to make them contribute the pecuniary means for carrying out either scheme, until one of the acts shall have been repealed—inasmuch as the traffic is admitted to be inadequate to remunerate two distinct lines of railway through the county of Cornwall, and especially in the present state of the money market, so materially affecting the facilities for constructing railways. That the importance of carrying the Coast Line, for national and defensive, as well as for commercial, purposes, thereby connecting Plymouth with Falmouth, and forming also a metropolitan railway from the ports of Falmouth, Penzance, &c., has been so fully recognised by the proceedings in Parliament of the last session, that the board feel it quite inconsistent with their duty to recommend any step which may tend to defeat or retard those great objects. At the same time, the directors of the Cornwall Railway Company desire it to be understood, that they are prepared to make any reasonable arrangement of a pecuniary nature, or to meet the promoters of the Cornwall and Devon Central Company on conciliatory terms, in order to combine at once the whole interests of the county in the promotion of the line of railway for which the Cornwall Railway Company have made renewed application in the present session, upon the immediate withdrawal of the Cornwall and Devon Central Railway.

P. P. SMITH, Sec pro tem.

Cornwall and Devon Central Railway Office,
4, Old Palace-yard, Westminster, March 30, 1846.

SIR,—I beg to acknowledge the receipt of your letter of the 28th inst., with its inclosure, which I found waiting me on my return from Dorsetshire. Our board met to-day, when the resolution passed by the Cornwall committee was read. Inclosed I beg to send an extract from their minutes in reference thereto, and to which I am desired to request the early attention of your committee.

I remain, Sir, your obedient servant,
L. CROMBIE, Secretary.

P. P. Smith, Esq., &c., 25, Parliament-street.

Extract from the Minutes of Select Committee of the Cornwall and Devon Central Railway Company. March 30, 1846

A communication from the secretary of the Cornwall Railway Company, with an extract from the minutes of a board meeting of that company, on March 27, having been read, this committee resumed the consideration of the subject. The committee regret that the proposal made to the Cornwall Company on the 24th March, as the basis of the best practicable arrangement between the competing companies, has been declined by them. The statement by the Cornwall Committee as to the alleged impracticability of such proposal, or its inconsistency with the professed object of this committee, is so unfounded in substance, as to lead them to suppose that the proposal of this board has been entirely misunderstood. Nor can this committee admit, that the Cornwall Company is entitled to claim any preference, in a Parliamentary sense, as regards the proposed line from Plymouth to Falmouth. They are prepared to admit, that it is desirable to connect Plymouth with Falmouth, and are willing that such connection should form a prominent feature in the proposed arrangement; but they cannot admit, nor do they believe, that the Legislature will decide that the Coast Line of Railway, proposed by the Cornwall Company in connection with the South Devon Line, can be considered as sufficient to provide for the traffic of central Devon and Cornwall.

That such is also the opinion of the county of Cornwall, was amply manifested by the resolution of the county meeting, at Bodmin, on August 28, 1845, called expressly to consider the subject. While, therefore, this committee cannot recognise the Cornwall line as suited to the wants and requirements of the counties of Cornwall and Devon as a trunk line—both from its course and engineering character—they inferred by their proposal, that, from a certain point on their own line, where the limited breadth of the county of Cornwall would not, perhaps, justify the construction of two lines, the two companies might, with advantage, make the line in common. That such an arrangement would be mutually beneficial, and could be carried out to the advantage of both companies, and that the mode of carrying out such a scheme in all its details, as regards the interests of the two companies, could be easily settled by the Legislature, on the discussion of the merits of the two schemes, or by arbitration and mutual arrangement between the companies after their Acts should be obtained, this committee do not entertain a doubt; and they regret, therefore, that the directors of the Cornwall Company should have declined so reasonable a proposal. This committee cannot consent to any arrangement which contemplates the withdrawal of the Central Line, so essential to the interests of the counties of Devon and Cornwall, but they are quite ready to submit to the decision of Parliament the investigation of the merits of that line, with the competing lines, in order to the selection of the best line for the public and the counties of Devon and Cornwall, or to a joint construction of such parts of either, from any certain point, to be arranged, which the Legislature may decide on. This committee are as ready as the Cornwall Committee express themselves to be, to make any reasonable arrangement with them in a pecuniary point of view, having for its object the preservation of the Cornwall and Devon Central Line, or that portion of it which, under the arrangement before alluded to, it may be decided should be constructed by them.

L. CROMBIE, Secretary.

Cornwall Railway, Truro, April 15, 1846.

SIR,—Your letter of the 30th ult., inclosing an extract from the minutes of the select committee of the Cornwall and Devon Central Railway Company, was not delivered until twelve o'clock on the 31st. Indeed, I was in the lobby of the House of Lords, waiting for the case of the Cornwall and Devon Central Railway to be called on, when the packet reached me. I am now instructed to state to you, that the decision of the committee of the House of Lords, that the Cornwall and Devon Central Railway Bill should not be proceeded with, appears to render it unnecessary to make any lengthened observations on the communication received from you. At the same time, I am desired to express the great regret of the committee of the Cornwall Railway that the offer made by them was not accepted by your committee.

I am also instructed to add, that, as the subject has been, to some extent, commented upon by the *West Briton* and *Falmouth Packet*, it appears to be proper that the communications which have passed between our respective committees should be published in the four county newspapers.

I am, Sir, your obedient servant,
P. P. SMITH, Sec. pro tem.

L. Crombie, Esq., Sec. Cornwall and Devon Central Railway Company,
4, Old Palace-yard, Westminster, London.

Cornwall and Devon Central Railway Office,
4, Old Palace-yard, Westminster, April 17, 1846.

SIR,—I beg to acknowledge the receipt of your letter of the 15th, which shall be laid before the committee at their next meeting.

I am, Sir, your obedient servant,
P. P. Smith, Esq., &c., Truro. L. CROMBIE, Secretary.

Cornwall and Devon Central Railway Office,
4, Old Palace-yard, Westminster, April 22, 1846.

SIR,—Your letter of the 15th was read at the board meeting yesterday, and I am desired by the committee to state, in reply to it, that they have no objection to the late communications, to which you allude, being published in the four county newspapers, on the understanding that the whole of them are published.

I am, Sir, your obedient servant,
L. CROMBIE, Secretary.

P. P. Smith, Esq., Cornwall Railway Company, Truro.

CORNWALL RAILWAY.—Notice is hereby given, that a

MEETING of the holders of scrip, or of bankers' receipts for scrip, of the Cornwall Railway Company, will be HELD at the Assembly Rooms, in the town of TRURO, in the county of Cornwall, on Friday, the 15th day of May inst., at Twelve of the clock at noon, when a copy of a Bill, intituled "A Bill for making a Railway and other works from Plymouth to Falmouth, and other places in the county of Cornwall, to be called 'The Cornwall Railway,'" will be submitted to the consideration of the meeting.

Dated this 2d day of May, 1846. JOSEPH THOMAS TREFFRY, Chairman.

Note.—All persons producing scrip at the above meeting will be entitled to vote in respect thereof, if issued prior to the 31st March last; but no vote can be accepted in respect of any scrip not actually produced, except in cases where the deposits on shares allotted have been paid prior to the 31st March last, but the scrip for such shares has not been issued; in which case, the production of the bankers' receipt for the deposit will be accepted in lieu of the scrip.

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ESTABLISHED BY ROYAL CHARTER, A.D. 1720.

The governors and directors of the London Assurance Corporation have greatly enlarged their system of life assurance, and invite public attention to their new prospectus.

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Age.	*PARTICIPATING.*	*NON-PARTICIPATING.*
16	£1 16 9	£1 12 7
20	2 0 2	1 15 11
30	2 10 8	2 5 11
40	3 5 1	3 0 0
50	4 10 7	4 5 7
60	6 12 8	6 5 11
65	8 4 11	7 16 9

The rates for all other ages, and a detailed prospectus, containing their very liberal conditions, and the rates under their nine other tables, may be had on application at their *OFFICES, 7, ROYAL EXCHANGE, CORNHILL*—10, *REGENT-STREET*—and of any of the corporation agents in Great Britain and Ireland.

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JOHN LAURENCE, Sec.

GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY, 14, WATERLOO-PLACE, LONDON.

DIRECTORS.

THE CHISHOLM, Chairman | WM. MORLEY, Esq., Deputy-Chairman

HALF CREDIT RATES OF PREMIUM.

The attention of ASSURERS is particularly directed to the Half Credit Rates of Premium, by which means assurances may be effected, and loans for short periods secured with the least possible present outlay, and at a less premium than for short terms only, and with the option of paying up the arrears and interest—thus becoming entitled to participate in the *whole of the profit of the institution.*

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Age 20.	Age 30.	Age 40.	Age 50.	Age 60.
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Thus £1000 may be assured at the age of 30 by the annual payment of £10 10s. 10d. or the first five years.

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An ample guaranteed capital, in addition to the fund continually accumulating from premiums, *fully sufficient* to afford complete security to the policy-holders.

Members assured to the extent of £1000 entitled (after payment of five annual premiums) to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the society.

Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to A. R. IRVINE, Managing Director.

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KEATING'S COUGH LOZENGES.—A remedy for all dis-

orders of the pulmonary organs—in difficulty of breathing—in redundancy of phlegm—in incipient consumption (of which cough is the most positive indication) they are of unerring efficacy. In asthma, and in winter cough, they have been seldom known to fail.—KEATING'S COUGH LOZENGES are free from every deleterious ingredient; they may, therefore, be taken at all times, by the most delicate female and by the youngest child; while the public speaker and the professional singer will find them invaluable in allaying the hoarseness and irritation incidental in vocal execution, and consequently a powerful auxiliary in the production of melodious enunciation.

Prepared and sold in boxes, 1s. 1½d., and tins 2s. 9d., 4s. 6d., and 10s. 6d. each, by Thomas Keating, chemist, &c. No. 79, St. Paul's Churchyard, London.

Sold by Sanger, 150, and Dietrichsen and Hannay, 63, Oxford-street; Blake, Sandford, and Blake, 47, Piccadilly.—Sold wholesale by Barclay and Sons, 95, Farringdon-street; Edwards, 67, and Newberry, 45, St. Paul's Churchyard; Sutton and Co., Bow Churchyard; and retail by all druggists and patent medicine vendors in the kingdom.

RECENT TESTIMONIAL. Dover, January 25, 1845.

SIR,—I have great pleasure in informing you, that the 2s. 9d. box of KEATING'S COUGH LOZENGES, had at your house about three weeks since, has relieved Mrs. Hiller of a bad cough, to which she has been subject many years, especially in the winter season. A considerable portion of the lozenges are on hand, nor has she, for the last fortnight, had any occasion to use them

Your's respectfully,
Mr. S. Marten, Dover. F. L. HILLER, Jun.

GRATIS.—A LIST of PATENTS and REGISTRATIONS

for the MONTH of FEBRUARY, may be had (gratis) on application at the PATENT OFFICE, 89, CHANCERY-LANE, or will be sent free, by post, on receipt of two stamps, together with a Prospectus, containing charges and necessary information for PATENTS and REGISTRATIONS.—Further particulars may be had by applying to Messrs. Barlow and Le Capelain, the Patent Office, 89, Chancery-lane.

ON THE SECRET INFIRMITIES OF YOUTH AND MATURITY,
With 25 coloured engravings.

Just published, sixteenth thousand (in a sealed envelope), price 2s. 6d.; or post-paid to any address, for 3s. 6d., in postage stamps, or Post-office order,

SELF-PRESERVATION: A Medical Treatise, on the Secret

Infirmities and Disorders of Youth and Maturity. Illustrated with 25 coloured plates on the anatomy, physiology, and diseases of the urinary and reproductive organs, explaining their various structures, uses, and functions, and the injuries that are produced in them, by solitary habits and other excesses. With practical observations on the treatment of nervous debility, local and constitutional weakness, syphilis, stricture, and other diseases of the urethra. By SAMUEL LA'MERT, consulting surgeon, 9, Bedford-street, Bedford-square, London, Matriculated Member of the University of Edinburgh, Honorary Member of the London Hospital Medical Society, Licentiate of Apothecaries Hall, London, &c.

REVIEWS OF THE WORK.

"The author of this singular and talented work is a legally qualified medical man, who has evidently had considerable experience in the treatment of the various disorders, arising from the follies and frailties of early indiscretion. The engravings are an invaluable addition, by demonstrating the consequences of excesses, which must act as a salutary warning to youth and maturity, and by its perusal, many questions may be satisfactorily replied to, that admit of no appeal, even to the most confidential friend."—*Era.*

Published by the author; and may be had at his residence; also from S. Gilbert, 52, Paternoster-row; Hannay and Co., 63, Oxford-street; Starie, 23, Tichborne-street, Quadrant; Gordon, 146, Leadenhall-street, London; Newton, 16, Church-street, Liverpool; and all booksellers.

At home for consultation daily, from nine till two, and from five till eight; and all letters, immediately replied to, if containing the fee of £1, for advice, &c.—9, Bedford-street, Bedford-square, London.

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Nervous Debility, constitutional weakness, excessive indulgence, &c.; with Observations on Marriage, &c. By R. and L. PERRY and Co., surgeons, London. Published by the authors, and sold at their residence; also by Strange, 21, Paternoster-row; Hannay and Co., 63, Oxford-street; Noble, 109, Chancery-lane, Gordon, 146, Leadenhall-street; Purkiss, Compton-street, Soho, London.

The CORDIAL BALM of SYRIACUM is a stimulant and renovator in all spasmodic complaints. Nervous debility, indigestion, asthma, and consumption, are gradually and imperceptibly removed by its use, and the whole system restored to a healthy state of organisation. Sold in bottles, price 11s. and 33s.

THE CONCENTRATED DETERSIVE ESSENCE.—An anti-syphilitic remedy for searching out and purifying the blood from venereal contamination, scurvy, blotches on the head, face, and body, ulcerations, and those painful affections arising from improper treatment, or the effects of mercury, removing secondary symptoms, and all eruptions of the skin. Price 11s. and 33s. per bottle; also £5 cases.

PERRY'S PURIFYING SPECIFIC PILLS have long been used as the most certain remedy for scorbutic complaints of every description, eruptions of the skin, pimples on the face, and other disagreeable affections, the result of an impure state of the blood. The pills are perfectly free from mercury, capaiva, and other deleterious drugs, and may be taken with safety without interference with or loss of time from business, and may be relied upon in every instance. Sold in boxes, at 2s. 9d., 4s. 6d., and 11s. each, by all medicine vendors—of whom may be had the *Silent Friend.*

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Just published, a Medical Work, in a sealed envelope, 3s., and sent, post-paid, for 3s. 6d.

MANHOOD: the CAUSES of its PREMATURE DECLINE,

with plain directions for its perfect restoration; addressed to those suffering from nervous debility or mental irritation, followed by observations on Marriage; the treatment of diseases of the generative system; illustrated with cases, &c. By J. L. CURTIS and Co., consulting surgeons, 7, Frith-street, Soho-square, London.

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REVIEWS OF THE WORK.

MANHOOD. By J. L. CURTIS and Co. (Strange)—In this age of pretension, when the privileges of the true are constantly usurped by the false and fraudulent, it is difficult to afford the sufferer from nervous debility, the unerring means of judgment where to seek relief. The authors of this work have obviated the difficulty. Their long experience and reputation in the treatment of these painful diseases is the patient's guarantee, and well deserves for the work its immense circulation.—*Era.*

CURTIS ON MANHOOD (Strange).—A perusal of this work will easily distinguish its talented authors from the host of medical writers whose pretensions to cure all diseases are daily so impudently thrust before the public. Its originality is apparent, and its perusal breathes consolation and hope to the mind of the patient.—*Naval and Military Gazette.*

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Country Patients are requested to be as minute as possible in the detail of their cases. The communication must be accompanied by the usual consultation fee of £1, and in all cases the most inviolable secrecy may be relied on.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY.....London, Hounslow, and Western Railway—King's Arms Tavern, New Palace-yard, Westminster, at Twelve.
East Lincolnshire Railway—Crown and Anchor Tavern, Strand, at One.
Leeds and Carlisle and Yorkshire and Glasgow Union—offices, at Twelve.
Manchester and Southampton Railway—offices, at Two.

MONDAY.....West Wheal Jewel Mining Association—offices, Twelve for One.
Shrewsbury and Birmingham Railway—London Tavern, at One.
Enfield and Edmonton Railway—London Tavern, at One.
Wexford, Carlow, and Dublin Junction Railway—offices, at One.
Callao and Lima Railway—Railway Scripholders' Protection Office, 11, Bucklersbury, at Twelve.
Great Munster Railway—Messrs. Dixon and Overbury's, Frederick's-place, Old Jury, at Twelve.

TUESDAY.....Imperial Brazilian Mining Company—London Tavern, at Two.
Great Western and Wycombe Railway—offices, at Twelve for One.
Great Western and Uxbridge Railway—offices, at Twelve for One.
New South Wales and Van Diemen's Land Commercial Association—George and Vulture Tavern, at One.
Cornwall and Devon Central Railway—Railway Scripholders' Protection Office, at One.

WEDNESDAY...Imperial Continental Gas Company—office, at Two.
London and Brighton Railway—London Station, at One.
Amicable Society—Serjeants' Inn, at One.
Universal Life Assurance—office, at One.
Cleveland Mine—on the mine.

THURSDAY.....National Provincial Bank of England—offices, at Twelve.
Grand Trunk, or Stafford and Peterborough R'way—Lond. Tav., Twelve.
Eastern Counties Railway—London Tavern, at One.
Ilford and Epping Railway—Shoreditch Station, at half-past Eleven.
Eastern Counties & Thames Junction—Shoreditch Station, ½ past Eleven.
North Gravesend Railway—Shoreditch Station, at half-past Eleven.
Ely and Bury St. Edmund's Railway—London Tavern, at Two.
East and West India Docks & Birmingham Junc. R'way—offices, at One.

FRIDAY.....East Coast Railway Company—offices, at Two.
Cornwall Railway—Assembly Rooms, Truro, at Twelve.
South Yorkshire Coal Railway—London Tavern, at Twelve.

SATURDAY.....London, Edinburgh, and Dublin Life Assurance—office, at One.
Dublin and Enniskillen Railway—Guildhall Coffee-house, at Twelve.
Boston, Stamford, and Birmingham Railway—office, at Two.
Great Leinster and Munster Railway—London Tavern, at Two.

[*The meetings of Mining Companies are inserted among the Mining Intelligence.*]

THE MEXICAN COMPANY.

The annual general meeting of proprietors was held, on Thursday last, the 7th inst., at their office, Great Winchester-street, for the purpose of receiving the annual report of the directors, and for electing two directors, in the place of Samuel Prior, Esq., and James Robinson Maude, Esq., and an auditor, in lieu of Thomas Starling Benson, Esq., who go out by rotation, in conformity with the deed of constitution of the company,—but were eligible of being re-elected. T. A. MITCHELL, Esq., M.P., in the chair.

The Hon. Member stated, that the report and statement of accounts would be presented to them; but he was sorry to say, that they were not so favourable as he, and his brother directors, could have wished, in consequence of unforeseen events taking place in the country, and the arbitrary conduct on the part of the authorities towards the miners—thereby causing a great delay in the progress of the works. He was, however, happy to state, that affairs had now taken a very favourable turn in that country; and there was no doubt the prospects of the company would very soon become more cheering.

J. M. MAUDE, Esq., the secretary, then read the advertisement convening the meeting, and the following report of the directors, and the balance-sheet:

REPORT.

In the report which was presented at the last annual meeting, the directors felt much gratified in being able to announce to the proprietors the favourable result of the operations of the year 1844, at the company's establishment in Oaxaca, as shown by copious extracts from Mr. Fenochio's letters to the directors, which were then submitted to the meeting, and subsequently published with the report. These extracts tended not only to confirm the favourable results of the operations of 1844, which enabled the directors, for the first time since the institution of the company, to declare a dividend; but led to the anticipation of more favourable results from future operations, if no unforseen hindrances should arise. Unfortunately, such hindrances have attended the operations of the past year, as to cause a defalcation in the profits of 1845, as compared with those of the year which preceded it—the respective results, as demonstrated by the balance sheets, of profit and loss for both years, now submitted to the meeting, being as follows:—1844, as explained at the foot of that year's statement of profit and loss, 19311*l.* 18s.; 1845, as per that year's statement, 1089*l.* 4s. 6d.—showing the excess of 1844 over 1845 of 842*l.* 13s. 6d. Many causes, over which neither the directors nor Mr. Fenochio could exercise any control, have contributed to this defalcation. Amongst the foremost of which must be reckoned the arbitrary proceedings of the public functionaries, in attempting to compel our workmen to enter into the military service, and, when defeated in this unjust proceeding, by a decree of the state authorities, obtained at the intercession of Mr. Fenochio, exempting all workmen, engaged in mining pursuits, from military service; they imposed heavy penalties on the workmen in consequence of such exemption. In the further prosecution of this unjust attempt, they have also been defeated by the state authorities, likewise through Mr. Fenochio's interference; but the consequence of these two violent measures have been to induce our workmen to withdraw themselves from our district, even up to the date of Mr. Fenochio's last advices, 17th February, as appears by the following extract from his letter of that date to the directors, which also transmitted the accounts of the negociation for the past year:—"I regret extremely that I could not make the profit of last year sufficient to pay the proprietors a dividend of 7s. 6d. per share; but, as adverted to in my advices by last mail, so long as our workmen are harrassed by the authorities, upon one pretext or other, the operations of the company cannot be made to render those favourable results of which they are susceptible. My hope now is that, as the new Government appears to gain popularity, there is a fair chance of a peaceful year; and with quietness we shall be able to make up for lost time by the return of our best buscones (miners), at present wandering in Tulea and other districts. The subprefect of Ixtlan (who had been suspended in his functions by the state authorities, in consequence of his interference with our miners) will not, I believe, be allowed to return to this district."

The effect of these interferences with our workmen, and the consequent suspension of their labours, has been, in the item of purchased ores alone, a diminution in the amount, below that of 1844, of 8810*l.*; and in profits on that particular operation, on a comparison of the two years, to the prejudice of 1845, of 8419*l.* at 4s. per dollar, equal to 839*l.*—which, added to the 1089*l.* wrote off for the balance of that year's profit and loss account, as before stated, would, of itself, have enabled the directors to declare the same dividend on the present occasion as they did at the last annual meeting—viz., 7s. 6d. per share. The causes of these interruptions being now, it is to be hoped, removed, the directors trust that Mr. Fenochio's anticipations, as to the result of this year's operations, may be verified, if not improved upon. Other causes might be adduced, to account for the defalcation in last year's operations; but, as they are not of such serious magnitude as the one just alluded to, the directors see no reason to doubt the return of prosperity this year, to an extent of at least equal to that of the year 1844. In the meanwhile, they regret being compelled by the foregoing statements to limit the declaration of the dividend on last year's profits, to 4s. per share, clear of the income tax, which will be payable at the office of the company, on and after the 20th inst. The proprietors are aware, by the report of last year, that Mr. Fenochio had expressed himself dissatisfied with the remuneration of his services, which up to that period he had received. In consequence of which, the directors deemed it expedient to increase his salary to 1000*l.* per annum, contingent on the continued prosperity of the company; and, as the result of the past year's operations has not been equal to that of 1844, the directors have considered it their duty to submit to him a reduction of his salary to 800*l.*, in the propriety of which they have no doubt he will at once acquiesce. The directors now submit the balance-sheet of the Oaxaca ledger for the past year, the balance of which, transferred to stock accounts, amounts to 8132,143. They likewise submit, in conformity with the Deed of Constitution, the balance-sheet of the company's accounts, from its commencement to the 31st of December last, examined and attested as correct by the auditors; and have to report that two of the directors—viz., Samuel Prior, Esq., and James Robinson Maude, Esq.; and one of the auditors, Thomas Starling Benson, Esq.—are now in turn, by settled rotation, to go out of office, but, being eligible, now offer themselves for re-election to the offices of directors and auditor.

The Mexican Company, from its commencement, in March, 1825, to 31st December, 1845.

RECEIPTS.

To capital—for the amount received for deposits and calls, to the 31st Dec., 1844, as per statement submitted to the proprietors at the annual meeting, held on the 1st of May, 1845		£392,410	0 0
Profit and loss—balance on the 31st Dec., 1845; consisting of dividends, interest, and profit on sale of stock and Exchequer Bills on the indemnity fund account, discount on prompt payments, and other items		2,228	8 4
Dividend account—for unclaimed dividends		53	5 0
Total		£394,691	13 4

DISBURSEMENTS.

By commissioners in Mexico—for the amount transmitted to them, from the commencement of operations, in 1825, to the 31st Dec., 1845				£362,206	18 6
General expenses—for the amount disbursed under this head, for salaries, rent, law charges, taxes, advertisements, &c., from the commencement to 31st Dec., 1844, as per statement submitted to the proprietors at the annual meeting, held on the 1st May, 1845	£29,482	10	7		
Addition to ditto, in 1845	565	19	8	30,048	10 3
Fixtures and furniture in the office—valued at				100	0 0
Trustees' indemnity fund—for 1000*l.* Consols, val. at 95*l.* p. ct.	£950	0	0		
For 1000*l.* Exchequer Bills, with premium and interest to this date	1050	0	0	2,000	0 0
Cash in hand—viz., Masterman, Peters, and Co.	£185	9	0		
Bank of England	57	1	5		
Petty cash	23	9	2		
Unclaimed dividends	53	5	0	319	4 7
Stamp account—for transfers on hand				17	0 0
Total				£394,691	13 4

The CHAIRMAN announced that a letter had been received that morning, by the Mexican mail, from their chief agent, Mr. Pasqual Fenochio, which, at the request of the proprietors, was now read by the secretary, and continued to hold out encouraging prospects, provided no further interruptions to their operations took place this year, from political causes.

The CHAIRMAN said that, although there may appear at first a falling off of 800*l.*, there was, in reality, nothing to fear on that account, since, but for the causes before alluded to, in all probability the returns would have been greater than the previous year. Mr. Fenochio has certainly had his salary increased to 1000*l.*, in consideration of the arduous duties he had to perform; but the directors had come to the understanding, to reduce it to 800*l.*, until their affairs were in a more flourishing state, which arrangement there was no doubt that gentleman would comply with: he is the only European now in their pay in that country.

A PROPRIETOR hoped, that, in consequence of the great services Mr. Fenochio had rendered to the company, this reduction of salary would not endanger the risk of his leaving their employ, as that might be a most serious loss to the company.—The CHAIRMAN replied, that the intimation had been given in such a manner as to leave no reason to fear that he can be in any way offended.—The resolutions, as published in our advertising columns, having been duly proposed and seconded, were carried unanimously.—The meeting, which was very fully attended, then separated, apparently highly satisfied at the manner in which the affairs of the company are conducted.

NATIONAL MERCANTILE LIFE ASSURANCE SOCIETY.

The annual general meeting of proprietors was held at the offices, Arthur-street, West London Bridge, on Thursday, the 23d ult.,

ROBERT WILCOXON, Esq., in the chair.

The SECRETARY having read the notice convening the meeting, the CHAIRMAN called upon the secretary to read the balance sheet and the report of the directors.

REPORT.

In meeting the proprietors at this their annual general meeting, it affords the directors more than usual pleasure in submitting their report of the progress and present condition of the society. In addition to the ordinary statements annually submitted to the proprietors, the directors have this year to submit to the meeting the highly gratifying reports of the results of the valuations of every engagement and liability of the society, also of its assets and future income, which are embodied in the annexed balance-sheet, and certified by the auditors—from which it will appear that, on the 31st of December, 1845, the then value of all the society's liabilities, of every description, was 203,873*l.* 5s. 9d.; the then value of its assets and annual income, 254,421*l.* 3s. 6½d.—leaving a balance in favour of the society of 50,547*l.* 17s. 9½d. After reserving an ample amount to meet every probable claim, the directors are enabled, on behalf of the society, to appropriate, as a bonus to the original shareholders, the sum of 15s. per share. To the policy holders, assured on the scales with profits they are also enabled to appropriate a bonus by way of reduced premium, varying (according to the ages and amount of premium paid) from 20 per cent. to 40 per cent., or an equivalent addition to the sum assured. In determining the total amount to be appropriated, the directors have been guided by the results of the actuary's valuation submitted to, and certified to be correct by, the experienced actuaries of the Guardian and Universal Life Offices, at the close of the preceding year. The directors think it right to observe, that by the constitution of the society, the profits of the proprietary are not to be paid to them, but are to be added to the guarantee fund, which will always be available for the protection of the assured. It has occasionally been suggested that the directors are too particular, and that lives rejected by them have been accepted by other offices. On this point, the directors would only say, that they feel the duties intrusted to them are of a character which renders it necessary that they should exercise the greatest possible care in the selection of lives, as a want of great caution in this respect would not only materially affect the interests of the proprietary, but of the policy holder also; and they deem it to be the wisest course to adopt every precaution, and to be minute in their inquiries, previously to accepting a proposal, than to seek for evidence when a claim arises, to ascertain whether any untrue averment, or any concealment has been made by the party assured, and the directors trust that the same rule, which has hitherto guided the board, will operate at all times—viz., to consider a policy once effected in the light of a bill payable at a distant date, which the company are bound to honour, without any question being mooted (except in cases of palpable fraud) as to the original terms of the contract. The directors feel assured that, as a general rule, it is far better even to sustain a loss, than to dispute a claim which, under any circumstances, tends to create a distrust in the public mind; and when it is considered, that, in the majority of cases, the annual premiums paid for assurances are paid from the hard earnings of the policy holders, and frequently at the sacrifice of many comforts, every guarantee ought to be afforded, that the object for which this annual outlay is made, shall be honourably and promptly fulfilled. On this point, the directors will merely observe, that they have never disputed a claim, and that every claim has been duly and fully paid.

Before closing this part of their report, the directors solicit attention to the important fact, that the total loss sustained by the society from its commencement, in 1837, up to the end of 1845—the amount assured during that period amounting to 700,000*l.*—after deducting from the claims the premiums received upon lapsed and surrendered policies, amounts only to the sum of 4294*l.* 17s. 4d. It affords the directors much pleasure in informing the proprietors that, on account of the increased amount of business, and the consequent want of accommodation for its transaction in the present premises of the society, that they have purchased premises in the most commanding situation in the City of London—viz., in the Poultry, at the corner of the Mansion House—a portion of these premises is being rebuilt by contract, and is to be completed for the society's occupation early in June; the remainder of the purchase, which consists of a long range of buildings in Charlotte-row, facing the Mansion House, is let to highly-responsible tenants; and the directors have the satisfaction to believe the society will, by this purchase, have made an excellent investment of money, and occupy most commanding premises, in every way suitable for their present standing, and at a very small annual rent.

As an indication of the increase of the business of the society, the directors have only to solicit attention to the fact, that the business this year in premiums received upon new policies issued, exhibits, as compared with each of the corresponding months of 1845, an increase in Jan. of 50 per cent.; Feb., of 124 per cent.; March, 266 per cent.; April, of 420 per cent. The directors have much pleasure in availing themselves of this opportunity of publicly tendering their acknowledgement of the exertions made by several of the proprietors and policy holders on behalf of the society, from some of whom the board has received three or four proposals weekly.

In conclusion, the directors have to congratulate the meeting on the prosperous condition of the society, and to express their firm conviction that, by the continuance of the zeal that has hitherto been successfully evinced, and the cordial co-operation of all parties interested in the welfare of the society—each acting as if its success depended upon his individual exertions, and each striving to procure the largest amount of new business—that this society will, ultimately, be the means of diffusing as great an amount of happiness to the widow and orphan as any similar institution in this country.

Mr. GEORGE STOCKDALE (of the firm of Bragg and Stockdale), one of the auditors, then addressed the meeting. He said: In the discharge of the duties which you have reposed in me, as one of your auditors, it affords me great pleasure in being able to certify that the balance-sheet, just read by our actuary, is correct in every particular; and I think you will join with me in mutual congratulations at the highly satisfactory position of the society. I can assure you, that my brother auditors and myself have taken nothing for granted; but we have carefully and minutely checked every item set forth in the balance-sheet. (Hear.) It has no doubt not escaped your attention, that the accounts presented to you exhibit a full and detailed statement of every individual item of receipt and expenditure; and, unlike many balance-sheets, we have no lumping sum put down under the head of "profit and loss," or "miscellaneous;" but every—even the smallest—amount of expenses of management, and the object for which it was expended, is given; and I think we are bound to mark our sense of the conduct of the directors and officers of the society, for rendering so exact an account of their stewardship, and of our position as proprietors and policy holders in this excellent society. (Hear, hear, and applause.) Having taken an active (and, I may say, a useful) part as a member of this society, I have been anxiously watching its progress, and comparing that progress with that of other respectable institutions; and it will be as gratifying to you to hear, as it is to me to inform you, that I find, on comparing our society with one of the earliest and now the greatest society in England, and also with one of the earliest and now the greatest society in Scotland, that our progress has been far more successful than theirs, during a corresponding period of each—I allude, gentlemen, to the "Equitable," and the "Scottish Widows' Fund," offices of unquestionable character, and ranking high in public estimation. Now, what is the state of our society, as compared with others? Why, that at the end of seven years we have an annual income of more than 100 per cent. greater than the Equitable had at the end of 11 years, and considerably greater than the Scottish Widows' Fund at the end of 11 years (applause); and what ours will be at the end of 11 years it is impossible to say—that will in a great measure depend upon individual and combined exertions. (Hear, hear.) Gentlemen, I shall not attempt to occupy your time further, as these facts speak volumes, and it requires no observations from me to produce an effect upon your minds, which such facts must necessarily do by themselves. Let us, however, continue our efforts in the good work, and make this society one worthy of the intelligent and powerful body by whom it is supported. (Applause.)

It was then moved and seconded, and carried unanimously, that the report and balance-sheet now read be adopted, and entered on the minutes, and that the report be printed, and extensively circulated.—The CHAIRMAN, in putting this motion, was received with much cheering; he stated that it was to him a source of much pleasure in being able to submit for their approval so highly favourable a report, which, he felt assured, must be highly gratifying to all parties interested in the society, but more particularly to the policy holders, to whom they were enabled to give so liberal a bonus.—The meeting then proceeded to the election of directors and auditors, and unanimously re-elected Mr. Robert Wilcoxon, Mr. Giles Redmayne, and Mr. William Lawson, as directors, and elected Mr. William M'Culloch and Mr. William Sampson Hodgkinson, as auditors.—Mr. GEORGE STOCKDALE then proposed, in a highly complimentary speech, the following resolution, which was seconded by Mr. CUFFLEY, and carried unanimously:—That, in consideration of the able and zealous services of Mr. Jenkin Jones, the actuary to the society, not only in the discharge of his ordinary duties, but also in the preparation of the heavy calculations, required in the valuations attendant on the declaration of a bonus, which has been so highly satisfactory to this meeting, the same be recommended to the favourable consideration of the board.—Thanks were then voted to the chairman, on the motion of Mr. HENRY BAKER, of whose ability and exertions, as chairman, Mr. Baker spoke in the highest terms.—Mr. WILCOXON briefly returned thanks.—Thanks were then voted to Mr. Ald. Sidney (the deputy-chairman) and the board of directors on the motion submitted, in an able speech, by Mr. CUFFLEY, and seconded by Mr. WALSH.—Mr. Ald. SIDNEY, in reply, expressed his high gratification at the vote of confidence passed to him, and his colleagues in the direction: he could assure the meeting, that it afforded him great pleasure in associating with such highly honourable and respectable men, who, with himself, took a lively interest in the society, which was in so good and prosperous a condition.—Thanks were then passed to the actuary, on a motion very flatteringly submitted to the meeting, by Mr. F. G. WOOD, and seconded by Mr. MORKILL.—The ACTUARY (Mr. Jenkin Jones) briefly acknowledged the compliment passed upon him, and thanked the meeting for the substantial manner in which they had recorded their opinion of his services; and he could assure them he was sincerely devoted to their interests, and that he intended to continue to act upon the principle by which he had been hitherto guided—that of thoroughly identifying his interests with theirs—by which, he was convinced, his own personal interests would be best promoted.—The meeting then adjourned.

LONDON AND COUNTY RAILWAY AND GENERAL INVESTMENT COMPANY.

The first general meeting of the proprietors was held at the offices of the company, No. 44, Cannon-street, City, on Tuesday, the 5th inst.

THOMAS BRUSHFIELD, Esq., chairman.

This company was formed in the autumn of last year, to grant loans on railway shares, and other available property; and, although it was viewed with suspicion by many parties as likely to fail for want of sufficient and legitimate security upon which such advances could safely be made, yet the result fully bears out, and establishes the fact, that its operations are not only profitable to the proprietors, but of great benefit to the holders of railway property. We cannot do better than give some few extracts from the report of the directors, which was read to the meeting, and received with much satisfaction:—"The directors feel it is due to the proprietary, more especially at the present time, that a brief outline be given of the business of the company, and the mode upon which it is conducted. The company was established to grant loans upon securities, other than commercial bills, and chiefly on railway and joint-stock companies' shares. Hitherto, the advances have been confined to railway shares and scrip certificates of shares—of which a sufficient number in value is held by the company to cover the advance, and as collateral security for the due payment of the promissory note of the borrower. The shares, when registered stock, are duly transferred by the borrower to the company; but this form is not requisite upon scrip certificates. To provide against the chance of loss, your directors have found it necessary to adopt a stringent practice in limiting all loans upon the last-named security to 14 days; although, provided the security remains equally valuable at the expiration of that period, the borrower has the opportunity afforded him of having the same renewed for a like period. This principle, combined with a correct knowledge of the value of such securities, has proved sufficiently protective to the company—while, at the same time, it has given great accommodation to the borrower; and the directors have additional gratification, considering the period of excitement recently passed, and the consequent fluctuation in the value of stock of every description, in stating, that the securities held by the company, have proved of ample value in each case of default for the due payment of the loan; and that those in hand, at the time of closing the accounts, preparatory to this meeting, were *two-fifths* more in value than the advances for which they were deposited. Your directors hold the house, No. 44, Cannon-street, on lease, at a rental of 110*l.* per annum, upon which they have found it necessary to lay out about 200*l.* in alterations and repairs; the upper part of the house is let at 70*l.* per annum—leaving the net rental of the company only 40*l.* The total expenses of the company, including the building expenses just referred to, the furniture and fixtures for the offices, law charges, &c., &c., amount to the comparatively small sum of 760*l.*—the greater proportion of which has been paid. The current expenses are necessarily small; and, as the Deed of Settlement strictly provides that those of the management shall, in no case, exceed 30 per cent. upon the gross profit for any one year, the directors are satisfied, from present experience, that the calculation of the promoters will be fully realised, and the stock of the company found to be amply remunerative. The directors have great pleasure in stating, that the net proceeds of the business, from the 1st January to the 14th of March, 1846 (being the period fixed, in accordance with the Deed of Settlement), show such a profit as will enable the directors to recommend that a dividend be at once declared therefrom, at the rate of 5*l.* per cent. per annum upon the paid-up capital."—The resolutions passed at the meeting, will be found in our advertising columns.

MALDON, WITHAM, AND BRAINTREE RAILWAY.

A meeting of shareholders was held at the White Hart Inn, Witham, on Saturday last, May 2d.—The meeting was most respectably attended; amongst those present being Sir James Page Wood, Bart., J. A. Hardcastle, Alexander H. Dixon, T. Butler, J. Payne, J. H. Pattisons, Esqs., Messrs. R. W. Dixon, A. May, J. Wright, Aikin, J. A. Ransom, J. Foster, J. Beadle. &c.—Sir J. PAGE WOOD, Bart. (chairman of the provisional committee), presided; and, having briefly stated that the meeting had been convened in consequence of Sir Robert Peel's resolutions affecting railways, he requested the solicitors (Messrs. Blood and Douglas), to open the proceedings.

Mr. BLOOD read the advertisement convening the meeting, and stated the papers in which it had appeared; he then produced a copy of the proposed bill—the clauses in which were read over and discussed. The scripholders were then informed that, although the bill had been read a third time in the House of Commons and passed, yet, as the House of Lords had adopted similar resolutions, it was necessary the present meeting should take place, to afford the scripholders the opportunity of approving or disapproving any further proceedings for obtaining the sanction of Parliament. It was necessary, in compliance with the resolutions of both Houses of Parliament, that scrip, representing not less than one-third of the whole capital proposed to be raised, should be produced; and persons holding three-fifths of such scrip, should approve of the bill, otherwise the railway must be abandoned, and the affairs of the company brought to a close.

The CHAIRMAN then stated he was ready to inspect the scrip, which was handed in, examined, and entered in the proper form for that purpose.—Each holder was asked individually whether he approved or disapproved as to further proceedings, and the CHAIRMAN also put the general question to the meeting, and the vote of approval was unanimously carried. It was then stated that the total number of scrip was 10,000 produced at the meeting, and approving 5333—representing more than one-half of the total capital proposed to be raised. Considerable addition would have been made, if some of the scripholders had not forgotten to bring their documents with them. One holder of 300 shares was on his way to the meeting to give his assent, but arrived too late. Scarcely any of the scrip produced, had changed hands; and the holders seemed to have a strong impression as to the necessity for the line, and appeared quite convinced that it would not only afford the public great convenience, and give an impetus to the trade of the port of Maldon, but would yield a good interest to those embarking their capital in the undertaking. Proposed by THOMAS BUTLER, and seconded by J. A. HARDCASTLE, Esq., a vote of thanks to the chairman, and the meeting separated.

LLYNVI VALLEY AND SOUTH WALES JUNCTION RAILWAY.—A meeting of scripholders in this company, projected to construct a line from Llangynwyd to Margam, in South Wales, was held on Thursday, at the London Tavern, to consider the bill in terms of the recent sessional orders. The meeting was very thinly attended; but of the capital of 200,000*l.*, scrip to the extent of more than 100,000*l.* was represented. Dr. Bowring, M.P., presided. The marginal notes of the bill having been read over by the solicitor, on the motion of Mr. Nicholls, seconded by Mr. Shadbolt, a resolution was unanimously passed, confirming and approving of the bill, and authorising the directors to proceed with it in Parliament. The Chairman, in acknowledging a vote of thanks, expressed his high opinion of the prospects of the undertaking, and remarked that it was one of the few schemes of the day in which perfect unanimity existed among the numerous shareholders.

DURHAM AND SUNDERLAND RAILWAY.—A special general meeting of proprietors was held, on Monday last, in the Exchange-buildings, Sunderland, for approving the draft of the bill now before Parliament, for selling the railway to the Newcastle and Darlington Junction Railway Company, and for confirming the agreement entered into for the purchase and sale of the line between the directors of the respective companies—THOMAS ROBSON, Esq., was voted to the chair; and resolutions in consonance with the objects of the meeting were carried unanimously.

WEARMOUTH DOCK, AND NEWCASTLE AND DARLINGTON RAILWAY.—At a meeting of dock proprietors, on Tuesday, they resolved to transfer their interest, by sale, to the Newcastle and Darlington Company. The dock was formed upwards of 10 years ago, at a cost exceeding 100,000*l.*, but, being situated at the north side of the River Wear, it has been found inconvenient for the traffic of the port, and has been so little used, that it has never paid the expenses of management, and the proprietors have been without any return for their capital. In the hands of the Darlington Junction it is expected to be rendered remunerative, and its transfer to that company is likely to be attended beneficially to the trade of Sunderland.

JAMAICA SOUTH MIDLAND.—On Wednesday, a meeting of proprietors was held at the offices in Essex-street, Strand; Mr. W. Smith, in the chair; when, owing to misapprehension of the smallness of the meeting, called to consider the Deed of Settlement, it was resolved, on the motion of Dr. Harwood, seconded by Mr. Rooding, to adjourn to the 19th inst., at the London Tavern.

NORTHERN AND SOUTHERN CONNECTING RAILWAY.—A meeting of scripholders was held at the offices in Bucklersbury, on Tuesday last. The object was to ascertain the position of the company's affairs, and to take steps for insuring a "winding up."—THOMAS HARVEY, Esq., was called to the chair.—The general complaint of the scripholders, as well as of several members of the provisional committee present, was, that not the slightest information could be obtained from the managing committee respecting the financial condition of the company. Letter after letter on the subject had been written to that committee, but no answer could be obtained; and it was asserted, by Mr. Castendieck and Mr. Croft (two of the provisional committee), that, at an interview which they had been fortunate enough to obtain with the managing committee, they were told by one of the members of the latter, in answer to some questions respecting the monetary condition of the concern, that "they could not be pestered by the provisional committee."—It appeared that the more valuable portion of the line, for the construction of which the company was established, had been abandoned; and that the shareholders had not been consulted about such a curtailment of the original scheme; while it was stated that the managing committee had, out of 33,000*l.* paid up, expended about 18,000*l.* in preliminary expenses.—Some very strong animadversions were made on the conduct of the managing committee, and it was eventually resolved to take prompt and energetic measures to secure the winding up of the concern.

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